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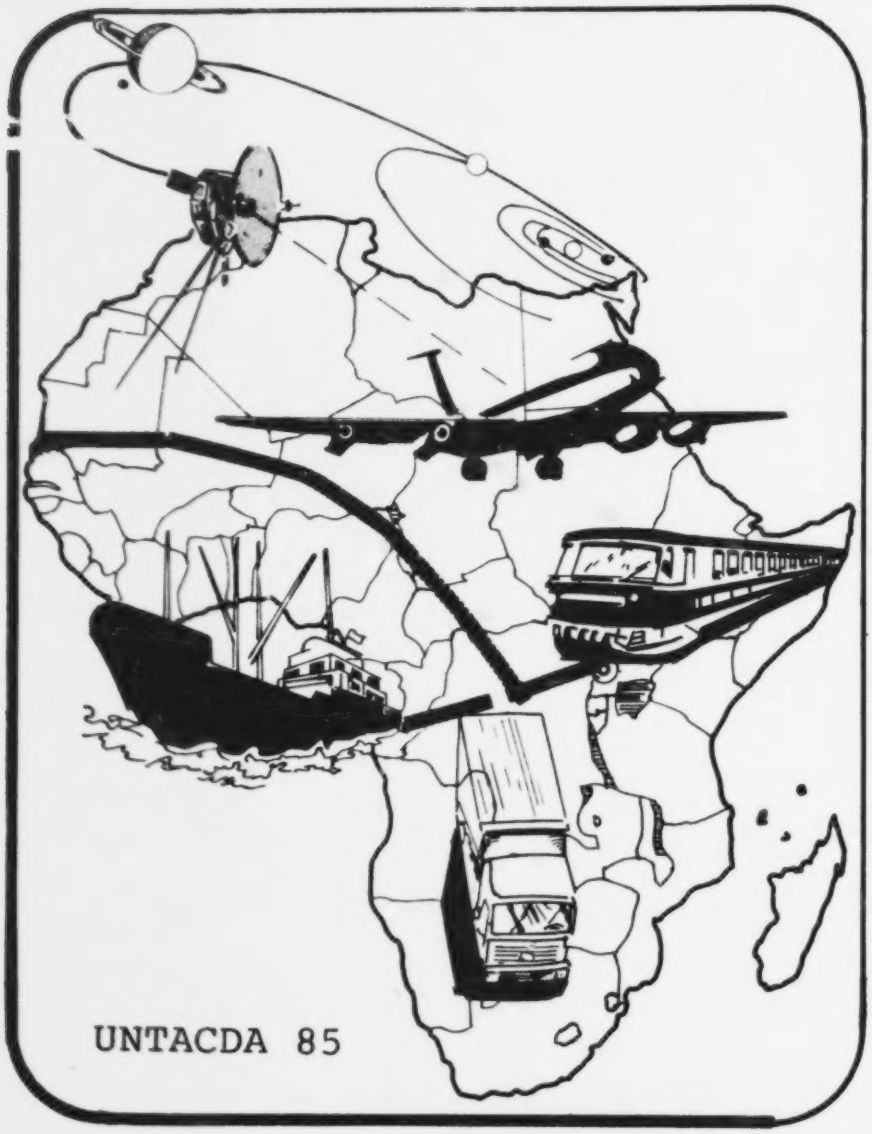
UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA (1978-1988)

ANNUAL PROGRESS REPORT, 1985



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TRANSPORT AND COMMUNICATIONS DECADE FOR AFRICA

ANNUAL PROGRESS REPORT, 1985

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ANNUAL PROGRESS REPORT, 1986

ABBREVIATIONS

ADB	-	African Development Bank
ADF	-	African Development Fund
AFCAC	-	African Civil Aviation Commission
AFI	-	Africa-Indian Ocean (AFI Plan is the Air Navigation Plan of Africa and Indian Ocean of ICAO)
AFIN	-	Aeronautical Fixed Telecommunications Network
AFRAA	-	African Airlines Association
AGA	-	Aerodrones, Air Routes and Grand Aids
AIP	-	Aeronautical Information Publications
AIS	-	Aeronautical Information Services
AMBEX	-	AFI Meteorological Bulletin Exchange Scheme
ARTC	-	Annual Regional Telecommunications Conference for Eastern and Southern Africa
ASECNA	-	Agence pour la securite de la navigation aerienne en afrique et a Madagascar
ATS	-	Air Traffic Services
BADEA	-	Arab Bank for Economic Development
BDEAC	-	Central African States Development Bank
BOAD	-	West African Development Bank
CCCE	-	Caisse Centrale de Cooperation Economique
CEPGL	-	Communaute, economique des pays des Gronds Lacs
CIDA	-	Canadian International Development Agency
COM	-	Communications
EADB	-	East African Development Bank
ECGD	-	Export Credit Guarantee Department (U.K.)
ECOWAS	-	Economic Community of West African States
EDF	-	European Development Fund

EEC - European Economic Community

EIB - European Investment Bank

ESAMI - Eastern and Southern African Management Institute

AFESD - Arab Fund for Economic and Social Development

FAC - Fonds d'aide et de cooperation (France)

FINNIDA - Finnish International Development Agency

FRG - Federal Republic of Germany

IACC - Inter-Agency Co-ordinating Committee

IBRD - International Bank for Reconstruction and Development

ICAO - International Civil Aviation Organization

IDA - International Development Association

IDB - Islamic Development Bank

ILO - International Labour Organization

IMF - International Monetary Fund

IMO - International Maritime Organization

IPCD - International Programme for Communication Development

ITU - International Telecommunications Union

KBO - Kagera Basin Organization

KFD - Kuwait Fund for Development

KFW - Kreditanstalt fuer Wiederauf baie (FRG)

LDC - Least-Developed Countries

MET - Aeronautical Meteorology Field

NORAD - Norwegian Agency for Development

OAU - Organization of African Unity

ODA - Official Development Assistance

OEOA - Office for Emergency Operations in Africa

OPEC - Organization of Petroleum Exporting countries

OPMET - Operational Meteorological data

PANAFTEL Pan-African Telecommunications Network

PATU - Pan-African Telecommunications Union

PMAWCA - Port Management Association of West and Central Africa

PTA - Preferential Trade Area

RAFC - Regional Area Forecast Centres

SATA - Southern African Telecommunications Administration

SADCC - Southern African Development Co-ordination Conference

SATCC - Southern African Transport and Communications Commission

SFD - Saudi Fund for Development

SIDA - Swedish International Development Agency

SIFIDA - International Financial Co-operation for Investment and Development in Africa

SUDOSAT - Interim Satellite Khartoum - Port Sudan connection in Operation

TAHA - Trans-African Highway Authority

TAZARA - Tanzania - Zambia Railways

TCAH - Tripoli Windhoek Trans Central African Highway

TEAHA - Cairo-Gaborone Trans-East African Highway Authority

TRRL - Transport and Road Research Laboratory

UAR - Union of African Railways

UDEAC - Central African Customs and Economic Union

UNCTAD - United Nations Conference on Trade and Development

UNESCO - United Nations Educational, Scientific and Cultural Organization

UNSO - United Nations Sudano-Sahelian Office

UPU - Universal Postal Union

URTNA - Union of National Radio and Television Organizations of Africa

USAID - United States Agency for International Development

WADB - West African Development Bank

WAFS - World Area Forecast System

WFP - World Food Programme

CHAPTER I

OVERVIEW AND SUMMARY

1. This year's Annual Progress Report on the United Nations Transport and Communications Decade in Africa (1978-1988), UNTACDA, comes only a few months after the 1984 Annual Report (E/ECA/TCD/24). It will therefore emphasize only developments and aspects which were not covered in last year's report. Readers are referred to the 1984 Report for topics which were adequately covered in that report. It is expected that subsequent annual progress reports on UNTACDA will cover a full year of the reporting period.

2. There were several significant developments that affected the implementation of the Decade programme in 1985. Of particular impact was the economic crisis that continued to affect Africa and adversely affected the implementation of all development projects of the continent, including the UNTACDA projects. The contribution of the international community to the financing of the Decade programme was similarly affected since world attention continued to focus on the crisis. Despite all these, significant progress was still achieved in this second year into the second phase of the Decade programme. Some of the key developments are summarized below.

3. In the presentation of the second phase programme approved in Conakry in 1984, projects were classified according to the nature of problems they were designed to address. These categories are: maintenance and rehabilitation; training and technical assistance; inter-state links; regional and subregional; other national projects. Priorities in implementation were supposed to be accorded similarly.

4. Progress in implementation up to the end of 1985 is accordingly shown in Table I in order to show how these priorities were reflected in actual performance as reported to ECA. Since the categories of the transport sector differed slightly from those of communications sector, each sector will be summarized separately.

5. Six of the 531 second phase projects in the transport sector 36 (6 per cent) are completed, 106 (18 per cent) are still under implementation. These are divided as follows:

(i) Maintenance and Rehabilitation - Projects designed to improve the performance of existing infrastructures and institutions. Of the total of 133 projects representing 23 per cent of the sector programme, 8 are reported completed and 30 under implementation. This means that 29 per cent of the projects are either completed or under implementation.

(ii) Training and Technical Assistance - These are projects geared towards development of training institutions in Africa in order to improve the levels and numbers of qualified transport personnel. 75 projects were planned, out of which five are completed and 11 still under implementation for 21 per cent implementation rate.

(iii) Inter-state links - These comprise the largest category, 200 or 34 per cent of the sector total. These include 17 transport corridors running mainly from coastal countries to the hinterlands; as well as the trans-African highways and intra-African air links. 17 projects (8 per cent) are reported completed, and 30 (15 per cent) are still under implementation. The most progress is reported in the roads subsector.

(iv) Regional/Subregional Projects - 33 projects are classified in this category, representing projects to be implemented jointly by two or more countries. Implementation of these projects has continuously shown poor records. Only one is reported as completed and two under implementation.

(v) National Priority Projects - This category includes all other national projects not included under the first three categories. These are projects of high priority development of the national transport systems which also must connect with the sub-regional and regional systems. A total of 140 projects are included in the second phase programme. Five are reported completed, 33 under implementation.

6. In the communications sector, a total of 472 projects were included in the second phase programme. 24 are reported completed and 71 (15 per cent) still under implementation. By nature of projects, they can be broken down as follows:

(i) Rehabilitation and maintenance - of 26 projects none has been completed and only four are under implementation.

(ii) Training - 52 projects were classified under training; three are completed and three more are still under implementation.

(iii) Technical Assistance - 24 projects were programmed, but only three are completed and two more under implementation.

(iv) Regional, subregional and national projects with sub-regional impact - Includes projects such as the PANAFTEL Network as well as mail sorting and transit centres. Out of the 95 projects, nine are completed and 25 are under implementation.

(v) Other National - This category contained the largest number of projects, 275 in all. Nine are reported completed and 37 are under implementation.

7. In terms of financing, a total of $3,790m has been raised to date representing 20 per cent of the programmed cost of $18,361m. Of this $2,326m or 61 per cent is from the African government sources and 39 per cent was raised from external sources.

8. On project basis, national projects continue to attract more financing than purely regional/subregional projects. Progress in implementation also reflects this bias. This implies that the specialized UN agencies (including ECA) and the inter governmental organizations responsible for development programmes in transport and communications sectors in Africa, must make added efforts in order to achieve the desired levels of implementation of the regional and sub-regional projects.

9. On the other hand, the African governments must be commended for the great effort they have put into the development of transport and communications systems in their countries. If the present levels of activities are increased, or at least maintained, great progress shall have been made in the implementation of the Decade programme by 1988.

10. Progress in the implementation of regional and subregional projects continued to be modest, despite the general acknowledgement that this category of projects is crucial for

achieving the physical integration of the continent in accordance with the objectives of the Lagos Plan of Action and the Final Act of Lagos, and clearly articulated in the presentation of the Second Phase Programme. Nevertheless, the various United Nations specialized agencies, African regional and subregional organizations as well as the international community at large, continued to make significant contributions to these programmes.

11. In the course of the year, ECA as the executing agency of the Decade programme, continued its fund raising activities, including the successful organization of the technical consultative meetings on postal services, air and rail transport. These meetings were held jointly in Brazzaville, Congo, in November 1985.

12. Regarding the Decade Secretariat, ECA succeeded in fully restaffing the Co-ordination Unit with the recruitment of the Co-ordinator and one Deputy Co-ordinator for Communications. It is expected that the Co-ordination Unit will increase its effectiveness in co-ordinating the execution of the projects, including raising funds, monitoring the projects as well as publicizing the Decade programme.

13. The rest of this Report is organized as follows:

14. In Chapter II, progress in the implementation at national level is reported.

15. Chapter III presents results of implementation of regional, subregional and inter-state link projects. Contributions of the United Nations Specialized Agencies and other bodies and African Inter-governmental Organizations to the implementation of UNTACDA are summarized in Chapter IV.

16. Chapter V discusses the co-operation and support from the international community in the implementation of the Decade. Finally, special developments, issues and problems of significance that took place during the year are presented in Chapter VI.

Table I

UNTACDA Project Status by Mode
and by Nature
(As of September 1985)

TRANSPORT

Nature of Projects	Road			Railway			Maritime			Ports			Air			Inland	
	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B
Maintenance and Rehabilitation	42	-	11	36	4	13	5	-	-	17	-	3	20	3	3	13	1
Training and Technical Assistance	9	-	3	9	2	2	19	-	-	7	-	-	26	2	6	4	-
Inter-State links	126	10	24	21	6	5	3	-	-	13	-	1	13	1	-	17	-
Regional /Subregional	7	-	1	4	1	0	7	-	-	6	-	1	3	-	-	5	-
National Priority	55	2	11	14	0	3	4	-	-	27	-	11	33	1	6	6	2
Total	239	12	50	84	13	23	38	0	0	70	0	16	94	7	15	45	3

A: Number of projects planned
B: Number of projects completed
C: Number of projects under implementation

Tab

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(As of Sep

TRANSPORT

Nature of Projects	Road			Railway			Maritime		
	A	B	C	A	B	C	A	B	C
Maintenance and Rehabilitation	42	-	11	36	4	13	5	-	-
Training and Technical Assistance	9	-	3	9	2	2	19	-	-
Inter-State links	126	10	24	21	6	5	3	-	-
Regional /Subregional	7	-	1	4	1	0	7	-	-
National Priority	55	2	11	14	0	3	4	-	-
Total	239	12	50	84	13	23	38	0	0

A: Number of projects planned
B: Number of projects completed
C: Number of projects under implementation

I

Status by Mode
Nature
mber 1985)

Ports			Air			Inland Water			Multimodal			Total		
A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
17	-	3	20	3	3	13	1	-	-	-	-	133	8	30
7	-	-	26	2	6	4	-	-	1	1	-	75	5	11
13	-	1	13	1	-	17	-	-	7	-	-	200	17	30
6	-	1	3	-	-	5	-	-	2	-	-	33	1	2
27	-	11	33	1	6	6	2	-	1	-	2	140	5	33
70	0	16	94	7	15	45	3	0	11	1	2	581	36	106

Table I (cont'd)

II. COMMUNICATIONS

Nature of Projects	Telecommunications			Broadcasting			Postal Services			Total		
	A	B	C	A	B	C	A	B	C	A	B	C
Rehabilitation and maintenance	15	-	2	8	-	2	3	-	-	26	-	4
Training	22	-	-	14	3	2	16	-	1	52	3	3
Technical Assistance	5	-	-	9	-	-	10	3	2	24	3	2
Regional/Subregional	75	9	22	3	-	-	17	-	3	95	9	25
National priority	99	3	21	87	6	6	89	-	10	275	9	37
Total	216	12	45	121	9	10	135	3	16	472	24	71

A. Number of projects planned
B. Number of projects completed
C. Number of projects under implementation

CHAPTER II

IMPLEMENTATION OF THE SECOND PHASE OF THE DECADE AT THE NATIONAL LEVEL

A. Introduction

17. Except for a few subregional and regional projects, the Decade programme is designed to be implemented at the national level. Even inter-state links, such as the Trans-African Highways and the Pan-African Telecommunications Network, are effectively implemented by the individual countries concerned, of course, with the necessary co-ordination with the neighbouring states. As a result, progress in the implementation of the Decade projects will be analyzed at the national level.

18. In the 1984 report, the problems encountered in the implementation of Phase II projects at the national level were discussed in great detail. Although most of these problems still prevail today, the present report will focus on the progress achieved to date in implementing these projects.

19. The analysis that follows is based only on those projects on which reliable information on the financing and status of physical implementation was obtained. The reference point for the number of projects planned and estimated costs is the approved programme of action for the second phase, 1984-1988. The projects on which information is available are classified as follows:

(i) Projects completed to date;

(ii) Projects under implementation. Those construction, repairs or installation projects that have progressed beyond the engineering studies, and those purely study-related projects which are being undertaken;

(iii) Other category of projects classified as pre-feasibility or feasibility studies which are expected to lead to implementation.

B. Progress in implementation of second phase projects

20. Table 2 summarizes the status of implementation of projects in the second phase at the national level based on information available at year-end, 1984 and 1985. The number of projects on which information was available increased

Table 2. Progress in Implementation of Phase II Programme: At National Level

Sector	Total No. Projects in Plan		Projects with Partial/Total Financing							
			Number of projects monitored		Projects Completed to date		Projects under Implementation		Total Financing obtained to date $M	
	Number	Cost	1984	1985	1984	1985	1984	1985	1984	1985
Road	239	5,204	74	78	2	12	27	50	396	947
Rail	84	5,617	23	31	0	2	7	19	835	1,673
Maritime	38	463	3	0	0	0	0	0	0	0
Ports	70	1,850	18	22	0	0	4	14	71	503
Air	94	923	24	34	1	5	9	12	74	110
Inland Water	45	326	5	7	0	0	3	3	26	26
Multimodal	11	27	2	4	1	1	0	2	0.1	0.1
Total transport	581	14,430	149	176	4	20	50	100	1,452	3,259
Telecommunications	216	2,692	38	102	2	12	19	45	157	484
Broadcasting	121	716	33	46	6	9	7	13	22	35
Postal	135	523	33	53	1	3	4	13	7	15
Total communications	472	3 931	104	201	9	24	30	71	186	534
Total Programme	1,053	18,361	253	377	13	44	80	171	1,638	3793

Note: All projects to be implemented on subregional basis are excluded.

by almost fifty per cent from 253 in 1984 to 377 in 1985. The 1985 sample of 377 projects represents 35 per cent of the 1,053 projects contained in the second phase programme. This is one indication that there has been some improvement in the monitoring of the Decade projects as well as improved information exchange with member countries. It is hoped that member States continue to provide all the necessary information to ECA so that future reports would be more accurate.

21. Out of the 371 projects monitored in 1985, 44 or 12 per cent have been completed, and 171 (46 per cent) are under implementation.

22. In terms of financing, a total of $3,790m has been raised at year-end 1985, representing 20 per cent of the programme total cost of $18,361m. This is a very encouraging progress ever 1984 when the 253 monitored projects had attracted only $1,638m or nine per cent of the total programme cost. The financing status shown here only reflects that of projects on which some action (prefeasibility, feasibility, engineering or implementation) has been initiated. A more comprehensive account of financing of all projects for which financing sources were identified is included in Chapter V of this report.

C. Sector results

23. The progress of projects in each sector, except for Maritime Transport for which no progress has been reported at the national level, is detailed in the tables of Annex 1. The following are the key results of each sector:

(i) Roads and Road Transport

24. Of the 239 roads projects included in the second phase programme, monitoring information was available on 73 (33 per cent), with an estimated cost of $1,950m, or 37 per cent of the total sector programme cost of $5,200m. A total of $947m has been obtained, roughly equally from local and external sources.

25. As of year-end 1985, 50 projects were reported to be under implementation and 12, which are mostly studies, completed. This is a significant improvement over 1984 when only two projects had been completed, 27 under implementation out of a reported total 74 projects.

26. In terms of physical impact, the roads programme contained projects that would add a total of 11, 440km of new roads to the Continent's network. None has been completed and the implementation status may be summarized as follows:

Surface type	Planned (km)	Under-implementation (km)
Bitumen	7,420	2,769
Gravel	1,375	374
Earth	2,644	631
Total	11,440	3,774

27. It is noteworthy that the majority of projects either completed or under implementation are for inter-state links, an area the Decade programme lays great emphasis on.

(ii) Railways and Rail Transport

28. Progress in the implementation of projects in this sector has been very closely monitored by ECA. Of the 84 projects included in the second phase programme, three have been deferred beyond the Decade and one national project sub-sumed into a subregional project.

29. At the national level, 31 projects are reported to have received partial or total financing as of year-end 1985, costing an estimated $3,160m. Of the total cost, $1,637 (53 per cent) has been secured: $640m from local and $1,033m from external sources.

30. In terms of physical implementation, two projects are reported as completed (a training programme and purchase of equipment), 19 are under implementation. It is important to note here that this sector has more projects implemented on subregional (especially Tazara) than at national levels. Additionally, note must be taken of the fact that, given that these projects take long to complete, there are several projects started in the first phase which are still on-going at this time. Therefore, the level of activity in the sector is much higher than shown in the discussions of this chapter.

(iii) Ports

31. There are 70 projects in the Phase II programme. Monitoring data was available for 72 projects (31 per cent sample), costing an estimated $650m or 35 per cent of the sector total cost of $1,850m.

32. Of the 22 monitoring sample, 14 are under implementation and none reported as completed. A total of $503m financing has been secured; $366m from local source and $137m from external sources. However, the financing data is highly distorted by the $301m cost of three projects in one country which are fully locally financed.

(iv) Air Transport

33. Information was obtained for 34 out of the sector total of 94 projects; 5 were completed and 12 were under implementation. Except for one rehabilitation project, all the completed projects are either training or study related. Thus, no major construction project has been completed to date.

34. As regards financing, the 34 identified projects cost an estimated $387m of which $110m (28 per cent) has been secured; $61m from local and $49m from external sources.

(v) Inland Water Transport

35. Progress in this sector has been poor. Monitoring data was available for only seven projects out of the programmed 45. Of these, three are under implementation and none completed to date. Except for one large project in Gabon, financing has been negligible.

(vi) Multimodal Transport

36. There were 11 projects in the second phase programme. Out of the four projects on which monitoring data was available two are still under implementation and one, a study project, has been completed.

37. A total of $6,51 has been mobilized; $3.14m from local and $3.37m from external sources. This represents 29 per cent of the $22.58m cost for the four projects.

(vii) Telecommunications

38. There are 216 projects in the Phase II programme for the telecommunications sector, costing an estimated $2,775.93 million. Monitoring data was obtained on 102 projects, or 47 of the total, costing $717 million (16 per cent of total cost).

39. The results of the sample monitoring data show that 12 projects have been completed, and 45 are under implementation, representing implementation rates of 12 percent and 43 per cent, respectively.

40. In terms of financing, $484 million has been secured, representing 68 per cent of the sample cost of $717 million.

41. The financing rate is, however, distorted by six large projects in Nigeria which amount to $219 million, almost 50 per cent of the total financing secured. These were all financed from local sources.

42. The physical impact of the Decade projects in the telecommunications infrastructure development may be measured, in part, by the increase in telephone exchange capacity. There were 20 projects to install new exchanges with net capacity of 305,250 lines. These would cost on the average $1,110 per line. Of these, only one project in Swaziland (TEP-42-003) is reported to be completed, adding 2,500 line capacity to the country's telephone network. Additionally five projects are under implementation, with a net capacity of 13,600 lines.

43. The analysis of the monitoring data shows that the telecommunications sub-sector continues to enjoy high funding and implementation rates. Most of the funds were secured from external sources and development banks. The high-technology character of the sector partly explains the enthusiasm investors tend to show towards this sector. The financial returns are attractive. In addition, the African governments have increased the priorities assigned to the telecommunications sector in their national development plans.

(viii) Broadcasting

44. Out of a total of 121 projects in this subsector, monitoring information was available on 46 projects, or 38 per cent of the total. Of these 46 projects, only nine have been completed and a further 13 were under implementation; representing sample implementation rates of 15 per cent and 28 per cent, respectively. In terms of financing the 46 projects cost $193.2m or 25 per cent of the total estimated cost of $769.4m. Only $34.6m has been secured to date; $13.05m from local sources and $21.58m from external sources.

45. It is clear from the available information that progress in implementing broadcasting projects has been very slow. It has been argued that the benefits of this sector is difficult to measure in economic terms and the financial returns are unattractive to potential investors. As a result, development banks are reluctant to finance these projects, and funding is therefore restricted to national and bilateral resources.

(ix) Postal services

46. Implementation of projects in this subsector, has been disappointing. Of the original 135 projects in the Phase II programme six have been cancelled and three combined.

47. Monitoring data was obtained on 53 of these projects representing 39 per cent of the total. Only three projects have been completed and 13 are under implementation, for sample implementation rates of six per cent and 25 per cent respectively.

48. In terms of financing, only $14.93m has been secured, or seven per cent of the monitoring data cost of $212m. Of these, $10.6m is from local and $4.33m from external sources. Clearly, there is little external support for the subsector.

CHAPTER III

IMPLEMENTATION OF REGIONAL, SUBREGIONAL AND INTER-STATE LINK PROJECTS

A. TRANSPORT

1. Inter-State link projects

49. In the 1984 Annual Report, the importance of this category of projects was fully explained and to recapitulate, the success of the Decade programme shall in the final analysis be determined by the ease with which the flow of traffic of goods and persons move among African countries, as a direct result of the implementation of the regional, subregional and inter-State link projects contained in the second phase programme of the Decade.

50. It is well established that this category of projects, unlike others, requires an extreme degree of co-operation and co-ordination among the countries directly involved in their implementation. This is because of (i) the joint commitment which must be reaffirmed and concretized by joint responsibility in seeking and/or guaranteeing the requisite resources; (ii) the policy and procedural requirements of most financial/lending institutions for the joint submission of projects involving more than one beneficiary; and (iii) the regular allocation of funds for regional/subregional projects by some donors/organizations (UNDP; EDF, etc.) which can only be utilized on the basis of requests jointly submitted by all the countries concerned.

51. The 1984 report revealed not only slow and little progress made in the implementation of regional, subregional inter-State link projects, but also the lack of information on their status even where implementation was in progress. This current report is similar to the previous ones in respect of the two above-mentioned problems, in spite of the general acknowledgement that this category of projects is crucial for achieving the physical integration of the continent in accordance with the objectives of the Lagos Plan of Action and the Final Act of Lagos.

52. On the basis of the established format, below is a report on the 1985 status of implementation of (a) transit transport corridor projects serving the land-locked countries; (b) the Trans-African Highway system specifically meant to facilitate connection of all mainland African countries by appropriately designed trunk and feeder road networks and (c) intra-African air transport links similarly meant to offer regular, frequent and reliable air connections in Africa.

(a) Transit transport corridors

53. Mombasa-Nairobi-Uganda-Rwanda-Burundi. There are twelve projects on this corridor and available information is as follows: Kenya has completed feasibility studies of surfacing the Kisumu-Yala road, Uganda has completed modernization of the telecommunications/signalling system on the Tororo-Kasese rail link section. However the total cost of the project has increased from US$6.1 to US$16.1 million and only US$4.6 million is being sought to completely implement the project;

the acquisition of railway wagons by Uganda is ongoing, but the total cost has increased from US$25.0 to US$34.71 million and there is a short-fall of only US$8.86 million to complete the resource requirement; Tanzania is carrying out studies on lakes Tanganyika and Victoria; Uganda has changed the title of INP-46-001 to "Rehabilitation of Marine Services" and the project cost has increased from US$0.60 to US$1.13 million, with most of the funds still being sought; and Uganda has merged MMP-46-001 and 002 under the new title "Containerization of rail traffic", with a combined increased cost of US$8.41 million, compared to the original cost of US$0.14 million only and about US$5.02 million is still being sought.

54. Dar-es-Salaam-Rwanda-Burundi of the eleven projects on this corridor, current information indicates that the expansion of the port of Dar-es-Salaam is still continuing and that US$27 million was secured, thus, reducing from US$84.50 to US$57.50 the funds still needed; Rwanda has completed about 50 per cent of the construction of transit warehouses at Isaka and they should be operational by end 1986.

55. Dar-es-Salaam-Zambia: no information is available on the twelve projects on this corridor.

56. Nacala-Malawi-Zambia: Malawi has completed a study for the construction of container terminals at Blantyre, Lilongwe and Balaka at a cost of US$3.4 as against US$1.05 initially estimated.

57. Beira-Zimbabwe-Zambia: Zimbabwe has completely financed the study of ROP-50-005, but this will be carried out simultaneously with ROP-50-002, since both are on the Harare-Mutare corridor; and Zimbabwe has completed the pre-feasibility study of the Zvishavane-Chccualacula road.

58. Maputo-Swaziland: no information was available on any of the three projects.

59. Lobito-Zaire-Zambia: no information for the current reporting period.

60. Pointe Noire-CAR-Chad: The Central African Republic obtained US$2 million towards the improvement of Bossembele-Bassangoa-Bedaoyo road, and another US$2 million for the study of the Sibut-Sido Kaga-Bombassa section of the Brazzaville-Bombassa highway, which is now in progress, Congo has completed study on the expansion of the port of Pointe Noire; and Congo's expansion of facilities at the port of Brazzaville is in progress and US$4.93 million was obtained for this, leaving a short-fall of about US$23.77 million.

61. Douala-CAR-Chad: Cameroon completed feasibility studies and work is at an advanced stage on the realignment of the Esaka-Maloume section of the Douala-Yaounde railway and out of the total increased cost of US$300 million from US$80 million previous estimate, some US$240 million has been spent or is available and there remains a short-fall of US$60 million.

62. Port Harcourt-Chad: no information available.

63. Lagos-Niger-Chad: no information available.

64. Cotonou-Niger: Benin has prepared tenders for the construction of the Dassa-Zoume-Parakou road.

65. Lome-Niger: the cost of constructing the Ouagadougou-Kaya-Dori road in Burkina Faso has increased from US$36 to US$59.5 million and US$20 million have been secured so far for the works; construction of the Pada N'Gourma-Pama road in Burkina Faso is in progress and while the cost has slightly increased by US$1.3 million, US$13 million has been obtained for the works.

66. Abidjan-Burkina Faso-Niger: there has been no new information on the ten projects in this corridor during the reporting period.

67. Abidjan-Mali: the study on the Sikasso-Koloko road by Mali is in progress and the total cost of US$0.35 million has been provided locally; reconstruction of the Bamako-Bougouni road in Mali is similarly in progress and the total cost of US$20 million is completely provided for both from foreign (US$18.0 million) and local (US$2.0 million) sources. The project was initially estimated at US$30.0 million.

68. Dakar-Mali: Mali has completed a study on the Kayes-Nioro road at a cost of US$0.9 million through a USAID assistance, the study by Mali of the transfer of the goods station from Bamako to Korofina has also been completed; and Senegal has completed a study on the construction of a container terminal at Dakar and US$10 million out of the total construction cost of US$26.5 million has been secured from foreign sources.

(b) Intra-African air transport links

69. Of the three regional/subregional projects contained in the second phase programme, the first phase of the study on an optimum system of connecting flights among airlines in Africa, has been completed through French assistance.

70. With respect to the seven national projects, only the feasibility study of the development of Bobo-Dioulasso in Burkina Faso is in progress, through a French assistance of US$1.38 million. The total cost of the project has increased from US$8.0 to about US$20.21 million.

2. Projects of crucial importance for the development of transport in Africa

(a) Trans-African Highways

(i) The network

71. A detailed historical background and rational for the existing and planned trans-African highways, including ECA's efforts over the years was given in last year's report (E/ECA/TCTD/24 paras. 68-72) and need not be repeated here. Below is therefore a description of activities which took place in 1985 with regard to the highways.

(ii) The African Highway Master Plan

72. During 1985, ECA prepared draft terms of reference and sent them to the Italian Government as basis of discussion with them regarding the provision of assistance for the preparation of an African Highway Master Plan during the biennium 1986-1987.

(iii) Implementation of UNTACDA Trams-African Highway projects in 1985

73. Lagos-Mombasa Trans-African Highway: studies on the Sibut-Bambari-Bangassou road (560 km) in the Central African Highway are under implementation at an estimated cost of $300,000. No further information is available relating to other projects on this Trans-African Highway.

74. Feeder roads to the Lagos Mombasa Trans-African Highway: studies in the Congo, on a road between Kinkala-Loubamo and the Gabon border are in progress, and actually the work between Kinkala and Loubomo is at an advanced stage. The work is estimated to cost US$5.0 million.

75. In Rwanda finance in the amount of US$14 million (out of a total estimated cost of $61 million) has been secured for the construction of a Kayonza-Kagitumba road, 127 km long. External finance in the amount of US$47 million is still being sought. Information on the remaining feeder roads is not available.

76. Cairo-Gaborone Trans-East African Highway: pre-feasibility study of the entire Cairo-Gaborone Highway is in progress, under the auspices of the Economic Commission for Africa, and financed by the Government of Canada. Activities in progress on sections of the Highway in individual countries include completion of the study of the Azezo-Metema road segment, (21 km) and the completion of the feasibility study for strengthening of the Modjo-Awasa road segment (205 km), both in Ethiopia; and the on-going study of the Arusha/Dodoma-Iringa road segment (661 km) in Tanzania.

77. Feeder roads to the Cairo-Gaborone Trans-East African Highway: the Thika-Garissa-Liboi road (558 km) in Kenya is expected to be surfaced starting January 1986, with international assistance of $32.98 million, and a local appropriation of $4.87 million is still being sought to complete the paving project. Another Kenya "Feeder" road project, bitumen surfacing of the Garissa-Garsen-Malindi road (451 km) is in progress with local resources of $20 million. In Somalia, finance has been secured for the Berbera-Djibouti Road (220 km), and the Somali-Kenya Road (260 km). No information is available on the other feeder road projects of the TEAH.

78. _____ construction of the West African portions of the Trans-African highway network took a step forward in May 1985 when the Ministers of the region met to discuss ways to obtain financing for the missing segments. The network in West Africa consists of two main roads: the coastal route from Lagos to Nouakchott along the Atlantic Coast and the Dakar-N'Djamena highway (a part of the Dakar-Djibouti Trans-African Highway) which connects the capital cities of several land-locked Sahelian countries. Considerable progress has already been made on the coastal route. Recently, construction contracts

have been signed in several of these countries. Major gaps are still to be found, particularly in Guinea, Liberia and Ivory Coast.

- In Senegal, engineering studies have been completed for the construction of Ziguinchor-M'Pack road (14 km) with local appropriation of $0.22 million. External assistance of $2.78 million is being sought for construction.

- In Guinea-Bissau the construction of the Sao-Vincent-Sao Domingo-M'Pack road is at an advanced stage (75 percent completed) with the target date for completion being March 1986. The European Development Fund is financing the five bridges on this road.

- In Guinea, the prefeasibility study has been completed for the Boke-Quebo road (206 km) at a cost of $2.0 million made available by CCCE. The Kuwait Fund has also financed the approximately 200 km road linking Boke and Dobreka. So far, funds have not been found for its construction, or for the feasibility study of the 120 kilometer segment from Dobreka to the Sierra Leone frontier. Furthermore, the study has been completed for the Forecariah-Pamelap road (43 km) and bitumen surfacing is in progress.

- In Sierra Leone, bids have been received for a 70 kilometer segment from the frontier to Port Loke, and work has been virtually completed on the first 46 kilometers between Bo and Bandajuma.

- In Liberia, a 79 kilometer segment from the border to Kle started in December 1984 is under construction and the project, costing $17 million, will take two years to complete. For the section Tappita-Tobli-Cote d'Ivoire border, the engineering studies financed by the ECOWAS Fund were completed in 1985.

- The 140 kilometer stretch in Cote d'Ivoire from the Liberian border to Guiglio is posing construction problems because of the fifteen bridges to be built, but further to the east, the work in Cote d'Ivoire is progressing satisfactorily

- In Ghana, the section between Accra and the frontier with Togo is under construction. Surveying work is also in progress on the new section Sogakope-Akati-Dzodze-Togo border.

- Engineering studies financed by ECOWAS Fund have been completed in Togo for the section Ghana border-Noepe-Agbanakia-Benin border (100 km).

- In Benin, the construction of two bridges, one on the Mano river and the other on the Sazue river which started in 1984, with international assistance of $1.25 m and with outher funds provided by BOAD and ECOWAS Fund, is in progress.

79. in Guinea, feasibility study of the Mamou-Dabala-Kouroussa-Kankon road (410 km) was completed with the assistance of the E.D.F. in the amount of $1.6 million. The E.D.F. also financed the construction of the Xitole-Maputa-Contabone-Queko road (38 km) in Guinea Bissau. The E.D.F. has also financed yet another project, the road between Nouakchott and Nouadbibou, (450 km), whose study was completed at a cost of $1.00 million. In Sierra Leone, partial international financing was secured, in the amount of $0.3 million, for the study of the Waterloo Masiaka road (44 km) $0.21 million is still being sought to complete the study.

80. The Trans-Saholian Highway Dakar-N'Djamena:

During a bilateral meeting between Senegal and Mali it was agreed that their portion of the Highway should move to the south in order to develop this area. Hence the approved route is as follows:

In Senegal: Tambacounda-Kedougou-Saraya;
In Mali: Senegal Border-Kerieba-Kita-Bamako (380 km). The ECOWAS Fund is assisting in financing the feasibility studies.

In Burkina Faso: the section Bobo Dioulasso Orodara, Mali Border (131 km). The feasibility and engineering studies are now financed by ECOWAS Fund. These studies will be carried out in 1986.

81. Dakar-Djibouti Trans-African Highway: Senegal has completed studies for the construction of the Tambacounda-Mali border road (360 km), with international financing made available in the amount of $0.113 million, and an amount of $22,49 million, is still being sought from external sources to complete construction.

82. Feeder roads to the Dakar-Djibouti Trans-African Highway: in Guinea, the feasibility study of the Koukan-Moundiana Podogo road (287 km) was completed with external finance made available by the E.D.F. Again in Guinea, the study of the Lake-Tambacounda road (425 km of which 300 km is in Guinea) was completed with financial assistance of $1.5 million made available by the CCCE. In Mali the Engineering study of the Bourguni-Yanfalila-Guinea border road (135 km) is in progress, with financial assistance of $1.0 million made available by the E.D.F.

83. Algiers-Lagos Trans-Saharan Highway: feasibility study was completed for the construction of the Ogadez-Tanout-Zinder road (430 km) in Niger, with external assistance of $5.23 million and local financing of $3.00 million. Preparation of specifications and tender documents are in progress.

(b) Optimal Development of air transport

84. The study on the optimal development of air transport in Africa discussed in last years' report was completed during 1985, with the major conclusion that four major air traffic bands are necessary for the development of efficient air services and the physical/economic development of the continent.

85. The four bands identified in the study are:

- North band, from Cairo to Casablanca
- Sahelian band, from Djibouti to Nouakchott
- Equatorial band, from Seychelles to Freetown
- Southern band from Mauritius to Malabo

86. The technical committee on air transport set up in accordance with the Mbabane Declaration on Freedoms of the Air will carry out more indepth studies on the full development of these bands, in conjunction with the study on air tariff structure, facilitation at air terminals development of airports infrastructure and navigational aids.

87. It should be pointed out that the Convention on the Establishment of African Tariff Conference, which was adopted in 1980 has not yet come into effect due to lack of the minimum ratifications by African countries The importance of the signature and ratification of the AFRATC was brought to the attention of states and OAU. So far 16 countries have signed the convention and four countries ratified it. AFCAC which is the depository of the signature of the convention is continuing its efforts with the assistance of OAU for more ratification.

88. In follow-up on the ICAO study of African International Air Passenger and Freight Transport in Africa 1984 (ICAO Circular 189-AT/73), a meeting of Directors of Civil Aviation in Eastern and Southern Africa held in Nairobi in February agreed that there should be more active civil aviation participation in the Decade programmes, especially at the national level, to ensure that full account was taken of the advantages and requirements of air transport in overall economic and transportation planning. In connexion with the economics of international airports the meeting agreed that states should consider the desirability of establishing autonomous authorities for management of the airports with a view to improving their efficiency and financial results. Subsequently a meeting of states in Eastern and Southern Africa was planned to be held in Nairobi in July 1986 to discuss ways and means of improving the economics of airports and air navigation facilities.

Freedom of the Air

89. In November 1984, ECA organized the African Conference of Freedom of the Air which adopted the Mbabane Declaration. In this Declaration ECA was called upon to set up a Technical Committee on air transport in Africa. This committee has been constituted and comprise, apart from ECA, OAU, CAFAC and AFRAA, one representative from the Civil Aviation Authorities and one from the airlines for each of the five subregions of the OAU.

90. At its first meeting held at Dakar in December 1985, the Committee discussed the following items:

(i) Establishing a common African approach of the free exchange of the first and second freedoms of the air.

(ii) Centralized data collection, research and analysis on air transport in Africa.

(iii) Ways and means of developing the co-ordination of flight schedules within Africa.

(iv) Promoting multinational and/or joint operation of air services and studies on developing the existing or possible air routes in Africa.

91. Future organization of the work of the technical committee: one of the problems identified, right from Mbabane as posing an obstacle to the success of the work of the committee was the funding of activities and the inclusion of these in the work programmes of ECA and of the organizations concerned. To implement the work programme adopted by the committee, an amount of $40,000 would have to be mobilised annually. ECA was requested at the first meeting of the committee, to mobilize the resources necessary for implementing the programme, but this would not be possible unless the United Nations General Assembly is duly informed by a resolution of this conference.

(c) Optimal development of Maritime Transport

92. As in the preceding years, in the sub-sector of maritime transport, attention continues to be focused on those important projects which will promote and strengthen in all respects the transport chains in Africa in order to accelerate the economic development of the continent. To this end, attention was focused on the following projects:

1.	SHP-60-002	Abidjan Regional Maritime Academy
2.	SHP-60-002	Accra Regional Maritime Academy
3.	SHP-60-016	Study on the rationalization of the ocean-going shipping in West Africa
4.	SHP-60-019	Feasibility study on the establishment of a mutlinational shipping line for West and Central African States
5.	SHP-60-020	Feasibility study on the establishment of multinational bulk cargo shipping companies
6.	SHP-60-023	First phase of the project on the harmonization and modernization of maritime legislation in Africa
7.	HAP-60-001	Study on the planning and development of North African ports.
8.	HAP-60-007	Study on the harmonization of signalling facilities in East and Southern Africa.
9.	HAP-60-010	Study on the establishment of container and Ro/Ro terminals in West and Central Africa.

The details of the various development impacts of the above-mentioned projects have been dealt with under appropriate headings in this chapter and in chapter IV.

(d) Manpower development for transport and regional training centres in Africa

94. The ECA, UN specialized agencies and various intergovernmental organizations have been involved in the training of transport specialists from various African countries in response to an increasing concern within the region regarding the relative scarcity of the transport sector specialists, which is partly due to inadequate manpower resources in the fields and partly to lack of appropriate training institutions in Africa. In 1985 the following activities were carried out as part of an effort to develop skills and knowledge and increase the supply of staff in the transport sector.

(i) Study on manpower and training needs in transport

95. The first phase of the survey covering general and multimodal transport, being conducted by ECA is about to be finalised. Field missions have been completed and draft report prepared. The consultants who were engaged for the study are revising the draft report which should be ready for distribution to member States in 1986.

96. The second phase of the study, which is modal oriented covering roads, railways, air, inland water and maritime transport is in progress. The final reports shall be completed in 1986 and later distributed to member States as well.

(ii) ECA/ADB/World Bank Seminars on Highway Maintenance (11 to 14 June 1985 and 17 to 21 June 1985)

97. Two seminars were organised as a joint activity between ECA, the African Development Bank and the World Bank. The objective of the seminars was to develop the skills and knowledge of those personnel responsible for highway maintenance in various government ministries and parastatals. The two seminars were attended by a total of sixty three (63) participants from 27 African countries. The seminars were held in Abidjan, Ivory Coast.

(iii) ECA/ESAMI/Railway Management Performance Improvement Course

98. The course was organised by ECA in collaboration with the Eastern and Southern African Management Institute (ESAMI) and the Union of African Railways (UAR), with help from the World Bank Staff seconded to ESAMI. The objective of the course was to enable participants acquire knowledge and practical skills, as well as an appreciation of the experience of other railways that have undergone adjustment and structural change. It was attended by seven participants representing four African railways. It was conducted at ESAMI in Arusha, Tanzania.

(iv) ESAMI Port Planning and Management Course (15/8/85 to 13/9/85)

99. The objective of the course organized by ESAMI was to improve skills of those responsible for preparing, appraising, and supervising the execution and operations of port investment projects. ECA's assistance included the preparation and delivery of lectures covering port infrastructure and layout, port capacity,

port congestion and port planning. The course was attended by nine participants from three countries and was conducted at ESAMi in Arusha, Tanzania.

(v) Air Transport Seminar for CEPGL Countries (30/9/85 to 4/10/85)

100. The seminar was organized by the ECA/MULPOC, in collaboration with CEPGL and was designed to promote co-operation and co-ordination between Air Burundi, Air Rwanda and Air Zaire. It was aimed at identifying the areas and ways of co-operation which the three airlines could implement in order to develop air services between themselves, and with other airlines. The seminar was attended by twelve participants from Burundi, Rwanda, and Zaire; one from CEPGL, two from ECA and one consultant from UNCTAD. It was held in Kinshasa, Zaire.

(vi) ILO/ECA Seminar on Maritime Labour Standards for West and Central Africa

101. The seminar, organized with support from the government of Norway, was held in Brazzaville, Congo from 20 to 30 November, 1985. The output from the seminar will contribute to the preparation of guidelines for updating and harmonization of maritime labour standards in the subregion.

(vii) The Third African Ports Symposium

102. The IMO and PMAWCA, with financial support from the French Government, held a very successful symposium of African Ports in Abidjan, Ivory Coast, in January 1985.

(d) Development of training centres and training programmes

(i) Air transport

103. The construction of buildings at Mvengue Centre, Gabon, was completed and the centre opened in October 1985. This school was built by the Gabonese Government with administrative,financial and technical support of UNDP, ICAO and AFCAC.

(ii) Maritime transport and ports

104. Port Equipment Specialists Training Centre, Cotonou (Benin) - A study for the establishment of a training centre for specialists in port equipment maintenance and repairs for French-speaking West and Central African countries has been conducted with assistance from the government of the Federal Republic of Germany.

105. Negotiations are underway between PMAWCA and the government of the Netherlands regarding the funding of an on-the-job training project for dredging pilots in West and Central Africa.

106. Abidjan Regional Maritime Academy: in 1985 construction of the first phase which includes most of the laboratories and workshops, was completed and the equipment supplied by Japan installed. Work was also begun on the construction of the second phase which will complete the basic structure of the Academy. UNDP, the host government and other donors continued to provide support to the Academy.

107. Accra Regional Maritime Academy

In 1985, with the resources available from the UNDP, the Governments of Egypt, Norway, and from the host country, it was possible to carry out phase I of the activities shown in the project document. The project was revised in 1985 and new costs estimated at $3.6 million. At the time of reporting $400,000 from UNDP had been provided.

(iii) Railways

108. ARTI - Brazzaville, Congo: the school was not opened in October 1985 as previously planned. However, the $26.25 million cost of the school is totally financed, and 30 percent of the buildings have been completed. In addition, the Congo government has constructed staff houses, the cost of which is not reflected in the project.

109. Kabwe Centre, Zambia: following the completion of the first phase study conducted by UAR and ECA, the second phase study to determine the size and construction of the centre is nearing completion. However, financing has not yet been secured.

110. Zaire Centre, Nigeria: buildings have been completed and the institute is operational, though at this time for Nigerians only. Plans are for extending the services to the subregion.

111. Ghana Railway Technical School: contract to construct the school was signed in June 1985. The Ghana government will finance most of the $22 million project, except for $0.5 million equipment to be provided by the IDA.

112. Management Training Centre, Nairobi, Kenya: the original project to establish a centre for training in railway management technique was modified. A decision has been taken instead to utilize the present facilities of the Nairobi Training School, and not construct a new centre. The project will therefore be reformulated.

B. Communication

1. The PANAFTEL Network

113. The second phase programme contains 69 projects which form an essential part of the PANAFTEL Network. Some of these are listed under national code numbers.

114. The current status of the Phase II projects referred to above is presented in four categories as follows:

Category I	Projects completed by end 1985
Category II	Projects in progress in 1985
Category III	Projects on which action has been initiated
Category IV	Projects on which no action has been notificed

115. The achievements reported are due to the considerable efforts made by the countries concerned with the active assistance and support of the various regional and sub-regional bodies such as ECA, PATU, UAPT, ECOWAS, SATCC, UDEAC, KBO, CEPGL, etc., international organizations such ITU and UNDP and several multi-lateral and bilateral financing institutions.

116. Category I: five Phase II projects were completed by end of 1984 and four projects completed during 1985 making a total of nine projects or 13 percent of the Programme. The estimated cost has been $72 million. The concerned projects are listed in Annex II.

117. Category II: in this category, which covers Phase II projects for which financing has been secured, procurement procedures started or construction commenced. 29 PANAFTEL related projects are included and are listed in Annex III. The estimated value of these projects, many of which will be completed in 1986/1987 is approximately $376 million.

118. Category III: this category covers 24 projects for which in some cases sources of financing have been identified but final agreement to proceed with the projects have not been reached. Others remain, so far, without an identified source of finance. The value of these projects which are listed in Annex IV, amount to an estimated $79 million.

119. Category IV: this final category includes seven projects, two of which have been withdrawn in favour of an alternative project. No action has been reported for the remainder.

120. Summary: it is seen that 45 percent of the PANAFTEL related projects in UNTACDA Phase II programme have made significant progress, 13 percent having already been completed.

121. Financing, in the order of $ 78 million, has however still to be found for the remaining 24 projects.

2. Regional African Satellite Communications System

122. During the year 1985, the Inter-agency Co-ordinating Committee (IACC) on the Regional African Satellite Communications System concentrated on resources mobilization for the implementation of the feasibility study.

123. Prior to Ninth Meeting, the IACC convened its first Extra-ordinary Meeting at the invitation of its chairman, OAU, on 10 February, 1985 at the OAU Headquarters, Addis Ababa to consider ADB's proposal to finance from its technical assistance account, the feasibility study project subject to the approval by its Board of Directos.

124. Due to the financial implications of the proposal, the meeting requested ADB to forward its proposal in writing to all members of the IACC to be studied and discussed at their ninth meeting.

125. In March 1985, the IACC convened its Ninth Meeting to examine ADB proposal and prepare for the Donors Conference as well as evaluate its outcome. Consequently, the Ninth Meeting was held in two sessions, that is before and after the consultative meeting with potential donors and financial institutions.

126. During the first session of the IACC Ninth Meeting, the committee adopted a document which outlined the agreements reached within the IACC, for the implementation of the study as depicted in the organigram for the organization of the Feasibility Study. The ADB proposal to finance the Feasibility Study through a consessionary loan from its technical assistance account was examined and accepted. It was agreed that ADB's offer would serve as a nucleus for attracting funds as well as assurance or African participation in the finance of the study and would thus ensure the impartiality of the study as well as safeguard the interest of Africa.

127. At the consultative meeting with potential donors and financial institutions which was attended by eight countries and 13 organizations, the European Economic Community (EEC) re-stated its interest in the project and announted its offer to finance, in totality, the cost of the study within the framework of Lome II Conventions.

128. The preliminary reaction of IACC to the offer was that it did not appear to be in conformity with the provisions of resolution ECA/UNTACDA/Res.83/26 adopted by the Third Conference of African Ministers of Transport, Communications and Planning. The IACC, however, welcomed the positive interest of the EEC and requested the EEC to forward its offer in writing to the IACC so that it could give its considered opinion.

129. In evaluating the Donors Conference the IACC affirmed its view that EEC's offer, while being positive was not entirely in conformity with the above resolution. There was, therefore, the need for the IACC to maintain close contacts with EEC with a view to negotiating with its terms and conditions on the granting of aid. In this connection the ITU and the Chairman of IACC were requested to undertake the necessary action.

130. The IACC sub-committee on resource mobilization held a meeting on 14 October 1985 with the EEC to finalize the terms of the EEC grant. The EEC delegation accepted the Terms of Reference for the study but did not substantially change the conditions previously expressed. However, the EEC promised to submit to the IACC its formal offer in writing at a later date.

131. The Tenth Meeting of the IACC was convened in Geneva on 15 October 1985 to review the results of the EEC meeting and consider what actions to take next. It was agreed that action be taken to secure the ADB loan, while leaving the door open for future participation by the EEC and any other parties which might express interest in the project.

132. The achievements of the IACC could be summarized as follows:

- it has reached agreement on the terms of Reference and organization of the feasibility study;
- it has secured $400,00 from the UNDP and $200,00 from ITU, plus promises of finance from UNESCO as seed money for the project;
- It has initiated action to secure further financing from the ADB;
- it is continuing negotiations with the EEC on obtaining further financing for the project.

133. In spite of the progress enumerated above, it has come to the notice of IACC that parallel efforts are still being made to undertake a study outside the framework of the IACC. In particular the UAPT Council of Ministers - sponsored AFSAT project is still being pursued.

3. Communications Manpower development and regional training centre in Africa

134. The preparatory activities for a Manpower and Training needs survey in Communications; that is, telecommunications, broadcasting (radio and television) and postal services is now in progress. The survey which is based on current manpower planning methodology in the African Region, will be conducted at subregional levels by three teams of consultants. Each teams will be be composed of three specialists in the fields of telecommunications, broadcasting and postal services respectively.

135. The Terms of Reference and Action Plan have been prepared. Two teams of consultants have been identified. The third team is under organization. The commencement of the study is now scheduled and should be completed by March 1987.

136. After the survey, the consultants will prepare a consolidated report on the training and manpower requirements in the three sectors of communications and make recommendations on the feasibility of strengthening existing national and multinational institutions to also embrace training requirements for non-technical staff and provide courses in areas such as finance, management, personnel, postal services, mechanical aids, etc. to meet identified needs.

137. ECA also undertook direct training activities in 1985. It organized, in co-operation with the Government of the Federal Republic of Germany, a seminar on planning of rural networks held in Lome from 4 to 8 November 1985, for the French-speaking countries of the region. Its objectives were to provide an opportunity to upgrade the professional competence of senior African officials concerned with the planning of telecommunications services in their respective countries and to provide a forum for exchange of know-how and experience between African and European planners. This seminar follows a similar one held in Addis Ababa in 1984 for English-speaking countries.

138. In the postal services sector, implementation of the following three regional training projects which was started in 1984 continued in 1985.

139. POP-60-002: Establishment of a multinational postal school at Brazzaville. This project aims to construct new buildings and provide equipment for the multinational school. It is a continuation of a preliminary phase of the project which was entirely financed by the Government of Congo and which consisted of starting the courses in temporary buildings. UNDP contribution estimated at $374,000 in 1984 increased to $0.5 million in 1985. A further $0.1 million was allocated in 1985 for experts and audio-visual aid equipment.

140. POP-60-016: Preparation of modular courses for national and multinational schools. This project relates to postal training in all African countries. The study was carried out by the UPU with funds provided by UNESCO which has contributed $0.1 million, within the framework of IPDC, for partial implementation of the project in 1986.

141. POP-32-003: Establishment of a multinational postal training school at Beira (Mozambique). This project relates to the construction of buildings and the purchase of equipment for use at the regional postal training centre for the five African Portuguese-speaking countries (Mozambique, Angola, Cape Verde, Guinea Bissau, Sao-Tome and Principe). The study on training needs for the establishment of the school, carried out by the UPU be considered as a feasibility study. UPU has proposed to submit the project to UNDP for financing so that training activities could start in temporary premises, and has already received a preparatory assistance amounting $30,000 to carry out the feasibility study in 1986.

CHAPTER IV
CONTRIBUTION OF THE UNITED NATIONS SPECIALIZED AGENCIES AND OTHER BODIES AND AFRICAN INTERGOVERNMENTAL ORGANIZATIONS TO THE IMPLEMENTATION OF UNTACDA

A. Transport

L. Roads and road transport

(i) Road maintenance

142. ECA has recognized the importance of road maintenance for some time and has organized three regional conferences and one special seminar between 1972 and 1983, to enable African highway engineers and officials to exchange experiences with prominent international figures in the field of highway maintenance engineering and economics.

143. In 1985 the ECA organized, jointly with the World Bank and the African Development Bank, and with financial and technical contribution from the Canadian Government, the International Monetary Fund and the UK Transport and Road Research Laboratory, the Second Subregional Highway Maintenance Seminar, this one for West and Central African member countries (Abidjan June 1985). The ECA also finalized plans to convene yet another Subregional Highway Maintenance Seminar (for East and Southern Africa) in 1986. Arrangements were also finalized, in a meeting in Paris and Bonn in November 1985, with officials of the World Bank, the Governments of France, the United Kingdom and the Federal Republic of Germany, to organize the Fourth Pan-African Highway Maintenance Conference in 1987. Programmes governing the final and organizational aspects of road maintenance, equipment management and labour intensive road maintenance were established (African road engineers would be invited to prepare papers for presentation at the 4th Pan-African Conference). The ECA Road Maintenance Handbook is continuing to generate a lot of interest, and was widely distributed to interested maintenance personnel throughout the African region (and even to some practicing road maintenance engineers in other regions).

(ii) Highway safety

144. While industrial countries have succeeded to check (and reverse), the ever increasing rate of road traffic accidents, the trend of highway fatalities and injuries in Africa is alarmingly on the rise.

145. Follow-up activities for the organization in 1987 of the Second African Road Safety Congress (which the ECA plans to convene jointly with Nordic countries), continued through 1985. The French have agreed in principle to produce two major technical inputs, one on French activities and experience in road safety in Africa, and another in developments in France on road accident counter-measures applicable to developing countries. Also, the Federal Highway Research Institute of the Federal Republic of Germany has indicated that it strongly support and commit resources for the promotion of the Second African Road Safety Congress.

(iii) Trans-African Highway Institutions

146. Although Inter-Governmental Highway Co-ordination Committee had been set up for the major Pan-African Highways prior to the proclamation of UNTACDA, it was during the life of the Decade that three Highway Institutions were established (the Lagos-Mombasa Trans-African Highway Authority (TAHA), and the Cairo-Gaborone Trans-East African Highway Authority (TEAHA), the Tripoli Windhoek Trans Central African Highway (TCAH), for the purpose of co-ordinating studies, designs, construction and maintenance of their respective inter-country trans-continental highways.

(iv) Activities of the International Labour Oreganization

(a) General remarks

147. During 1985, the ILO has continued to expand and develop its on-going technical co-operation activities in the field of transport, under its terms of reference which cover the development of human resources, management development and vocational training. A summary of these activities during 1985 is provided in the following paragraphs.

(b) Labour-intensive road construction

148. The main objective of the labour-intensive road construction projects is to develop the managerial organizational and administrative framework at the local level; the projects demonstrate the technical and economic feasibility of labour-based road construction and maintenance, as compared to equipment-based methods. Pilot projects and larger scale programmes were operational in 1985 in Ethiopia, Botswana, Mozambique; two new pilot projects were due to start in Gambia and Ghana towards the end of 1985, the latter with emphasis on developing the private sectors' capacity to apply labour-based techniques. Further details are provided hereunder.

149. In Kenya, the ILO is carrying out a detailed study of labour-based road maintenance within the framework of the Rural Access Roads Programme. The prime objective is to assess and if possible quantify the relationship between the climatic and geographical characteristics of rural roads and the resources required to maintain them. A handbook for the village-based "lengthman" maintenance worker is being produced. The outcome of this study will provide useful insights into the effective functioning of labour-based maintenance systems.

150. A practical application of integrated rural transport planning will be the Makete Integrated Rural Transport Project scheduled to start in December 1985 in Tanzania. This project will develop a framework to improve the transport situation in a selected area in Tanzania.

151. Also in Tanzania, the ILO organized a Joint Government of Tanzania/Donor Agency meeting in April 1985, whose purpose was to discuss the major constraints affecting rural road improvement and

maintenance and to outline corrective measures. The report with a number of recommendations was submitted to the government. A similar meeting was held in Lesotho in March 1985.

152. In Zaire, the ILO had collaborated with the World Bank in a project identification mission, whose purpose was to find ways of assisting the Government in maintaining the secondary and local interest roads (85,000 km long). Future ILO involvement is currently planned.

153. In Mozambique, a pilot project is being expanded into a full scale road construction and maintenance programme. Current ILO work has been concentrated on training and supervisory staff, in view of the security situation.

154. A book bringing together ILO research/studies in rural transportation in developing countries was published in March 1985 (Rural transport in developing countries). This book describes the nature of the transport needs of rural people in developing countries and outlines means to provide transport facilities which would better meet the needs of rural communities.

(c) Management development

155. The only management development project undertaken in the field of transport in 1985 was in Egypt. Its aim was to assist the Middle Delta Bus Company. Activities include the provision of short-term experts. The project is at present awaiting approval of a new phase.

156. In road transport, the ILO provided assistance to Mauritania in the training of mechanics and vehicle maintenance technicians at the Nouakchott Vocational Training and Advanced Training Centre. Courses for vocational training of automotive mechanics were given to 24 young trainees in 1984-85, at the National Centre of Vocational Training in Senegal. Finally, it provided training in automotive occupations within the framework of a project aiming at the development of a national industrial training scheme and a vocational training centre in Kampala, Uganda.

2. Railways and rail transport

157. A regards rail transport, the ILO assisted Egyptian Railways to train technicians and specialists in railways operations, maintenance and repair of diesel and electric locomotives, railways coaches, electric train sets, permanent ways, signalling and telecommunication systems. The training of Egyptian Railways' personnel is organized at the Wardan Centre with a foreseen attendance of above 70 trainees for the next three years.

158. As from mid-September an adviser in railway management was appointed to carry out an assessment of the training needs of staff operating the important rail link between Djibouti and Ethiopia. The emphasis will be on training needs that can be met rapidly and can bring about improvements in operating efficiency.

159. Following a request from the Sudan, an official from the ILO's Labour Law and Labour Relations Branch undertook an exploratory mission to Khartoum in August 1985 to look into the possibility of improving labour-management relations in the Sudanese railway system. Following this mission, it was agreed to organize a workshop with the full participation of both the management and the trade unions before the end of October 1985. The Sudanese railway network is an important means of distributing relief supplies.

3. Maritime Transport

MINCONMAR Activities:

(i) Shipping

160. In the area of shipping, the major activities continued in the field of manpower training from the sub-region, study on the establishment of multinational shipping lines for the transport of bulk cargo, the implementation of the United Nations Convention on the Code of Conduct of liner services conferences and on the improvement of the efficiency of the various maritime services in the sub-region. The specific projects in this regard are:

161. SHP - 60 - 020: The field study for the creation of a multinational bulk cargo shipping company for West and Central Africa was completed. Action is now proceeding on the analysis of the results of the field study and on the preparation of the final report by the consortium comprising Norway, Denmark and West Germany under the auspices of MINCONMAR. The financial contribution of the consortium for this period is $15,000 in addition to $200,000 provided in 1984. The total participation of MINCONMAR is $150,000.

162. Meetings were held between MINCONMAR, UNCTAD and ECOWAS member countries to examine the practical modalities of launching the multinational coastal shipping company (component of SHP - 60 - 019 and SHP - 60 - 017) based on the UNCTAD feasibility study report. The financial contributions to the project for the period were as follows: ECOWAS ($.10m); UNDP ($024m); MINCONMAR ($01m).

163. Shipping investigation unit: UNCTAD continued its assistance to strengthen and place this unit on its solid foundation by providing an expert, who in addition to his normal duties of ensuring the proper functioning of unit, also provided available assistance to the regional negotiating committee on freight rate. The total of UNDP contribution for 1985 was about $32,000 in addition to $50,000 provided by MINCONMAR.

(ii) Maritime Legislation

164. Work continued in the area with two experts provided by UNCTAD to make analytical summaries for the Anglophone and Francophone member States of MINCONMAR. This contribution amounted to $16,000, in addition to the $10,000 provided by MINCONMAR.

(iii) Harmonization of cargo sharing systems in the West and Central African Sub-region:

165. In the attempts of the member States of MINCONMAR to implement the relevant provisions of United Nations Code of Conduct for liner services conferences, a study carried out by an UNCTAD expert, with the collaboration of two experts from the sub-region on this subject. The study was financed by UNDP at a cost of $8,000.

(iv) Role of the Agencies

166. MINCONMAR continued to play the role of the catalyst in the Decade programme in the following areas:

- To bring about structural changes in shipping operations and infrastructures with a view to increasing the participation of the sub-region in the carriage of its seaborne trade;

- To bring about a greater awareness among countries of the sub-region of the important role which shipping places in its overall economic development;

- To promote maritime co-operation in the sub-region through the rationalization of maritime services to provide greater economic benefits to member States.

IMO Activities:

167. Within the framework of the broad objectives laid down in the Decade programme, IMO continued to contribute to the strategy adopted for the maritime sector by:

- training African nationals through fellowship placements in institutions both inside and outside the African continent;

- assisting in the establishment of maritime training institutions in the African continent;

- training African administrative and technical maritime staff at the World Maritime University; and

- assisting African governments on the establishments of maritime administrative infrastructures through the IMO's Inter-Regional Sectoral Support Consultancy Services provided with UNDP and other donor funding.

ILO Activities:

168. A regional adviser on port operations for East Africa is being appointed initially from mid-September to the end of 1985. His terms of reference are to advise governments of countries of East Africa in the field of port labour and port operations with particular reference to: (a) reducing port congestion and the turn-around time of ships; (b) improving the productivity of port labour; (c) reducing the time required for the clearance and despatch of cargoes inland, and (d) the specification of the training needs of dockworkers to sustain improvements in efficiency in the medium term. In establishing priorities with respect both to the

ports to be covered and substantive work in each port, the Regional Adviser will collaborate with the main national and international relief agencies involved, and will be briefed by WFP in Rome.

169. In West Africa, an assessment of the training needs of port workers in Sierra Leone has been undertaken at the request of the Port Management Association of West and Central Africa. A separate project proposal will be developed. The Government of Senegal has also requested assistance in preparing a project for extended port training activities utilising existing facilities. Expert services were made available in October 1985.

170. Prior to the appointment of the new regional adviser on port operations for East Africa, the regional adviser on management and small enterprise development based in Addis Ababa had already collaborated with the British ODA in identifying a project for the port of Assab. Stores management, accounting, stevedoring and port maintenance have all been identified by key areas for improved efficiency. WFP, which has experienced critical deficiencies in the handling of food commodities at Assab, has supported the project idea, and financial support may rapidly be available through OEDA. The regional adviser on port operations will give priority attention to expediting the proposed project.

4. Air Transport

(a) General activities of the organizations

171. The United Nations Economic Commission for Africa (UNECA) has provided technical assistance to intergovernmental organizations in helping them to identify, to formulate and to implement projects for the development of air services. Within this context, and besides its participation in the activities of AFCAC and AFRAA, it has organized a seminar on air transport for the member States of the CEPGL. This seminar took place in Kinshasa from 30 September to 5 October 1985, under the auspices of Air Zaire. The principle purpose of the seminar was to study the modes of co-operation in aeronautics and define the lines which could be subject to co-operation and to create the basis for starting a legal study on the establishment of a joint cargo airline between the three countries of the CEPGL. This cargo company could be extended to transport of passengers. The seminar has recommended the establishment of a permanent committee between the companies that should discuss and follow up the implementation of the various decisions. This committee has been created and it held its first meeting at Gisenyi from 28 to 30 November 1985.

(b) Activities of the International Civil Aviation Organization

(i) Technical Assistance

172. In the Technical Assistance field, ICAO has been a UNDP executing agency, directing 56 country projects in 1985 and 5 regional projects in 40 countries. Additionally ICAO directed 12 projects financed by trust funds.

173. Some of the outstanding achievements of the past year were the opening of the Multinational Training Centre at MVENGUE (Gabon) and also the opening of MOSHOESHOE I International Airport at MASERU (Lesotho), Seretse Khama International Airport at GABORONE (Botswana) and Matsapha International Airport at MANZINI (Swaziland). The overall technical assistance programme for Africa is broken down in the following table:

1985 - STATISTICS FOR AFRICA
(as of end of October 1985)

UNDP Country Programme	US$24,130,532
UNDP Regional Programme	8,505,443
TRUST FUNDS	2,261,013
FELLOWSHIPS	303 awards

(ii) Facilitation

174. Missions to States undertaken by ICAO and AFCAC for the development of air transport were directed at, among other things, improvement of facilitation. An ICAO Facilitation area meeting was held in Arusha, Tanzania for States of Eastern and Southern Africa to exchange views on how best to improve facilitation in the area. This meeting also discussed ways of implementing relevant recommendations adopted by the African Conference on Freedoms of the air of Mbabane, 1984. The meeting agreed on a number of conclusions aimed at achieving greater compliance with the international standards and recommend practices adopted by ICAO in the field of Facilitation.

175. In particular it was agreed that each state should maintain a national facilitation programme, with participation of all authorities concerned, in order to achieve, inter alia>

(a) elimination of unnecessary documentary requirements for air transport,

(b) simplification and standardization of those documents still considered essential,

(c) provision of certain minimum facilities at international airports, and

(d) simplification of handling and clearance procedures.

(iii) Air Tariffs

176. ICAO published two annual studies on fares and rates. One was a survey of international air fares and rates (ICAO Circular 193-AT/74) indicating among other things how international air fares and rates in Africa compared with those in other regions in the year 1984. The other (Circular 193-AT/75) dealt with the economies of passenger fares indicating the degree to which differences in the level of international air passenger fares and the variations in these fares with distance and other traffic variables, reflect

corresponding variations in operating costs. Included in this study was analysis of the main causes of regional differences in fares and costs as well as measures that might be taken to reduce such differences.

(iv) Air transport statistics

177. An ICAO workshop on statistics was held in Dakar in December for States of Western and Central Africa to discuss ways of improving collection and utilization of air transport statistics in planning the development of international air transport.

(v) Implementation of the ICAO Regional Air Navigation Plan

178. Civil Aviation activities which are basically aimed at the provision of facilities and services for efficient, economic and safe operation of air transport system in Africa following ICAO Africa-Indian Ocean (AFI) Air Navigation plan continued at a slow pace of development than expected.

The two major problems as identified last year were:

- Lack of trained and experienced manpower.
- Serious lack of communications facilities and services which in turn affects the provision of Air Traffic Services, Meteorological Services, Search and Rescue Services and Aeronautical Information Services.

179. Whereas the development of airports in Africa still lags behind the rest of the developing world, it is greatly improving. In the Aerodromes, Air Routes and Ground Aids (AGA) field, despite the financial difficulties experienced by many African States and reductions in foreign aid, considerable efforts were made during the year to improve and expand aerodrome network in Africa. Construction of new aerodromes at Gaborone/Botswana, Maseru/Lesotho was completed. Major improvements of aerodrome facilities also took place in Cameroon, Cape Verde, Central African Republic, Chad, Gabon, Guinea Bisau, Nigeria and Zaire. Plans exist for construction of new aerodromes at Tiaret (Algeria), Yaounde (Cameroon), Libreville (Gabon), Agadir (Morocco), Madouela (Niger) and Lome (Togo).

180. Continuing action was taken by ICAO to ascertain the status of implementation of the AFI Air Navigation Plan and to foster the uniform implementation of ICAO Annex 14 provisions relating to reporting of friction characteristics of wet runways, secondary power supplies, rescue and fire fighting services, emergency planning, visual aids for navigation, etc. As a follow-up on conclusion of the First Meeting of Directors of Civil Aviation for the States of Eastern and Southern Africa, compilation of data on rescue and fire fighting equipment available at various aerodromes of the region was started in order to identify the need for assistance by ICAO.

181. Despite general improvements in the aerodrome network in Africa, considerable problems remain in such areas as maintenance of existing facilities and equipment due to lack of trained personnel and the variety of aerodromes equipment obtained from different manufacturers.

182. In the Air Traffic Services (ATS) field, the provision of facilities and services was determined by the availability of funds for implementation of both equipment and skills. ICAO intensified its activities and efforts in assisting States to implement their

requirements. Some of the required Air Traffic Service routes were implemented. However, greater efforts were still needed to be made in this area and also in the coordination of civil and military air traffic. Such coordination would reduce the undesirable complications which result in additional expenses in fuel. Furthermore the Air Navigation Plan advocates for the establishment of civil/military co-ordination bodies in the States in order to:

(a) Achieve the optimum joint use of national airspace with maximum degree of safety, regularity and efficiency.

(b) Take necessary measures to ensure that interception of civil aircraft is used as a last resort and that, when used, such interception is carried out in accordance with ICAO established procedures. Also the existence of several zones over which civil aircraft are forbidden to fly, considerably restricts the air lines.

183. In the Aeronautical Information Services (AID) field, the provision of Aeronautical Information Services (AID) which makes it possible for pilots to make economic and safe planning of flights into and out of airports and on routes within Africa is a mandatory requirement. Many States have, since the inception of the Decade Programme, published Aeronautical Information Publications (AIPs) and other mandatory documents.

184. A Seminar concerning the implementation of AIS requirements for the AFI region was held in Nairobi. The Organization assisted States in training in this area and also in drafting the necessary projects for implementation. One such project for States of Southern African Development Coordination Conference (SADCC) was considered.

185. In the Search and Rescue (SAR) field, the provision of Search and Rescue for aircraft in distress remains one of the major areas of concern in Africa. In this field, ICAO has identified the following main shortcomgins:

(a) Lack of Search and Rescue legislation;
(b) Lack of entry agreements between States;
(c) Lack of agreements between States to provide mutual assistance in the SAR operations;
(d) Lack of adequate expertise in SAR fields.

186. ICAO having recognized the seriousness of these shortcomings has launched a Special Implementation Project for Search and Rescue in AFI Region. This Project is expected to commence in 1986.

187. In the Communications (COM) field, communication continued to play a central role in the implementation of services to be provided in the Air Navigation Plan. Africa as a whole still lagged behind

other areas of the world in implementing its aeronautical fixed telecommunications network, i.e. the media through which data is exchanged between aeronautical centres, and the air traffic services direct speech network, i.e. the media through which air traffic controllers talk with each other. Without cohesive aeronautical fixed services, African Civil Aviation remains fragmented in isolated pockets.

188. In the Aeronautical Meteorology (MET) field, the major problem areas identified related to the exchange of operational Meteorological (OPMET) data, to implementation of the World Area Forecast System (WAFS), and to the implementation of Aeronautical Meteorological Offices/Stations.

189. Substantial efforts were made by ICAO to improve the exchange of OPMET data necessary for flight operations. The one year trial of the AFI Meteorological Bulletin Exchange Scheme (AMBEX) started on 29 August 1985. Information gathered from the Scheme during this trial period would show whether a significant improvement of aerodrome forecasts (TAFs) could be achieved. The main purpose of the Scheme was to ensure the most efficient and economical exchange of OPMET data in the AFI region to meet the Air Navigation Plan's requirements. The lack of an efficient Aeronautical Fixed Telecommunications Network (AFTN) in the region remained a major problem affecting implementation of the Scheme.

190. The new World Area Forecast System (WAFS) was implemented on 22 November 1984. Three Regional Area Forecast Centres (RAFC) were identified for Africa: Cairo, Dakar and Nairobi. Action was initiated by ICAO with the Administrations of Egypt, Kenya and Senegal for the implementation of the three RAFC. Cairo and Nairobi RAFC were equipped with the necessary computers and staffed by qualified personnel. The lack of medium speed, hight grade circuits linking East and West Africa, Europe and the Middle East was the major obstacle to the implementation of the System. Also Sstates requiring RAFC products continued to report difficulties in reception of facsimile broadcasts of the three Centres. Their requirements were being met by reception of facsimile broadcasts from other sources. In this connection the use of satellite broadcasting systems was being explored.

191. Several countries do not implement ICAO's recommendations on airport safety. A seminar was organized by ICAO at Dakar, and was attended by more than fifty representatives of countries and regional and international organizations. The objective of this seminar was to assist the States to better organise and manage their airport safety services, which have a major influence on the development of air transport in Africa.

192. ICAO continues its efforts through technical assistance to improve the MET aeronautical services in Africa.

193. In 1985, ASECNA carried out the following activities in various member countries of the Agency:

Central African Republic

AIP-08-001: Extension of the Bangui M'Boko Airport

(a) Strengthening of the existing aeronautical areas estimated to cost CFA F 5,000 million (excluding tax). The economic and technical engineering studies as well as tender documents were prepared by ASECNA under an agreement signed with the government for an amount of CFA F 74 million. Funding for the project has been obtained from the Arab Fund but actual works have not yet started.

(b) Extension of the runway by 500 meters

- This is estimated to cost CFA F 2,200 million. A contract for CFA F 60 million was signed to undertake studies which have not yet been completed.

Congo

AIP-11-001: R habilitation and construction of six provincial airports

Secondary airports for the 3.737

(a) Ouesso - Work on the runway was completed in July 1985. Work is under way on a 1,670 sq.m traffic area and and is estimated to cost CFA F 890 million (1985 value) (excluding tax and all costs included). Equipment is estimated to cost CFA F 600 million (1985 value) excluding tax.

- The total financial package for the Ouesso project is estimated at CFA F 4,960 million (1985 value) excluding tax. Work carried out so far cost CFA F 2,900 million (1985 value), leaving additional financing worth CFA F 2,060 million.

(b) Imfondo: Work on the traffic area for which the engineering design was completed in 1983 is in progress. Cost of equipment is estimated to be the same as for Ouesso.

Gabon

AIP-16-001: Study for the construction of a new airport

(Libreville II) (First Phase)

- The project has been modified and now concern rehabilitation of the existing airport. Work on strengthening the runway has been

completed and extension of the airport terminal is under way.

Mali

AIP-28-002: Study on the development and construction of provincial airports

(i) Development of the Gao Airport for the 727 aircraft

- Studies are under way on the extension of the manoeuvring area, estimated to cost CFA F 4,700 million. Construction of new buildings is estimated at CFA F 1,000 million and the cost of technical equipment at CFA F 14 million.

(ii) Mopti Airport

- Studies on the project are underway. Technical equipment is estimated to cost CFA F 90 million and the cost of buildings at CFA F 900 million.

(iii) Development of the Timbuktu Airport for the 727 aircraft

- Civil engineering: Extension of the runway from 1,500 meters to 2,200 meters, extension of the parking area, strengthening of existing areas and construction of a protective fencing are estimated to cost CFA F 2,500 million.

- The cost of new buildings is estimated at CFA F 1,300 million and technical equipment at CFA F 1,100 million.

- The study and engineering reports have been submitted to the Malian authorities to seek financing amounting to a total of CFA F 8,600 million (excluding tax). $6 million have been obtained to start the civil engineering works and equipment.

Niger

AIP-32-002: New airport at Zinder

- Studies have been undertaken and the reports submitted to the Nigerian authorities. This project could be modified into the rehabilitation of existing infrastructure.

Burkina Faso

AIP-47-001: Improvement of the Bobo-Dioulasso airport

- The authorities of Burkina Faso have requested the improvement of the Bobo Dioulasso Airport for the B.747 aircraft. The cost of this project is $20,212,500. Civil engineering works on the runway is in progress as well as studies on the construction of buildings and equipment.

Mauritania

AIP-29-003: Studies on a new international airport at Nouakchott

- This project relates to rehabilitation of the current airport and not to the construction of a new one. The study on improvement of the airport for the B 747 aircraft has been completed and the actual works are estimated to cost about CFA F 2 billion. Construction of a new airport terminal is also underway.

194. ASECNA also provided assistance in the implementation of one regional project; namely: AIP-60-009: Construction of a maintenance complex for wide - body aircraft:

- The feasibility study for this complex has been completed and the conclusions of the study will be communicated to the donor countries as soon as they are approved by the States and organizations concerned.

195. ECOWAS has undertaken a study on the West African Airlines Strategy. This study was financed jointly by CIDA and ECOWAS. The consultants' report was submitted to the third meeting of experts and Chief executives of airlines, held at Lome from 11-14 November 1985.

B. Communications

1. Telecommunications

196. In the field of telecommunications assistance was provided by ITU, ECA and UNDP in the implementation of PANAFTEL project RAF/87/060 and in the maintenance of the PANAFTEL Network through project RAF/80/018. Assistance for sub-regional projects was also provided by other organizations such as ECOWAS, SATCC and UDEAC. Further, assistance was also provided to individual countries for national projects by organizations such as PATU, UAPT, ITU, ECA and UNDP. Contributions of various agencies in the implementation of PANAFTEL reported in Chapter III.

197. The Inter-Agency Co-ordinating Committee (IACC) on a Regional Satellite System composed of OAU, ECA, PATU, URTNA, ADB, UAPT, ITU, UNESCO and AFCAC continued its preparatory activities as detailed in Chapter III, Section B2.

198. Several subregional PANAFTEL co-ordinating meetings were held during the year. The following organizations participated in one or more of these meetings: OAU, ITU, PATU, UAPT, ADB, UDEAC and ECOWAS. The principal meetings were:

- Southern African Telecommunications Administration (SATA) Blantyre, Malawi, 12-18 February 1985;
- ECOWAS/PANAFTEL, 28 October-2 November 1985, Lome, Togo;
- Annual Regional Telecommunications Conference for Eastern and Southern Africa (ARTC), Blantyre, Malawi, 27 September 14 October, 1985.

199. In addition PATU organized several multi-lateral and bilateral meetings on specific items during the year under review.

Training

200. Assistance in the field of training was provided by various regional and subregional organizations. This took the form of assistance to regional and national training institutions, the organization of seminar and workshops and the provision of instructors. The list of seminars or workshops includes the following:

- Workshop on international accounting in telecommunication services, organized by ITU(PANAFTEL) held in Cotonou, Benin, June 1985,
- Planning of Rural Telecommunication Network, Lome November 1985, organized by ECA and the government of the Federal Republic of Germany,
- World Bank Seminar on telecommunications policy and management, Harare, December 1985,
- Africa-Brazil Seminar on Telecommunications Development, Sao Paulo, Brazil, November 1985,
- Seminar on telecommunication cost studies, Accra, Ghana, December 1985,
- PATU/ECA symposium on satellite communication under the auspices of the UN Outer Space Division took place for French-speaking countries in Lome in March 1985 and for English-speaking countries in October 1985 in Harare.

2. Broadcasting

201. As an off-shoot of the project Development of Broadcasting (RAF/81/009) which was completed in 1983, a new project Planning and Management Skills Acquisition in Broadcasting (RAF/84/10) - was undertaken in 1985 for the SADCC countries. The project, based in Mbabane, Swaziland, is expected to be completed in 1986. Itis jointly funded by ITU, IPDC/UNESCO and FESS of the Federal Republic of Germany at a total cost of $ 133 million.

3. Postal services

202. UPU continued to support Decade activities throughout the year, especially by collaborating with ECA in organizing the technical consultative meeting on postal services held in Brazzaville, Congo from 20-23 November 1985. Other activities in the postal services sector besides those reported in chapter III in which various international organizations contributed, are summarized below. These are projects for the improvement of regional and subregional services.

(i) POP-60-005 «Mobilization of savings through the post, especially in rural areas»

203. This project has partially been executed in favour of the least developed countries, thanks to the contribution of the Federal Republic of Germany amounting to $50,000. The partial implementation of this project was also made possible by the contribution of the UPU estimated at about $40,000, which sponsored missions of consultants and fellowships. In addition to this, UNDP has just provided for $70,000 for the implementation of a feasibility study in 1986.

(ii) Project for the improvement of postal services in the African land-locked countries (formerly number POP-15 in the programme of the first phase)

204. This project amounting to $590,000 has been financed by UNDP. It has been realized from September 1983 until February 1985 as far as the operational activities initially anticipated are concerned. This project will go on in 1986 by implementing 5 feasibility studies for sorting and transit centres.

(iii) POP-60-017 «Establishment of pilot offices for postal services in the rural areas of LDCs»

205. A modest beginning of this project has been made with the contribution of IPCD, which sponsored a study concerning the elaboration of standard plans (Mali, Niger) and a project document for obtaining financing within this programme.

(iv) POP-60-018 «Preparation of regional and subregional statistical models»

206. This project is under implementation for the preliminary phase for the elaboration of statistical models, thanks to UNDP contribution. However, the most important phase for the application in the field still has to be undertaken.

(v) POP-03-001 «Establishment of a regional postal transit centre at Cotonou (Benin)

207. The execution of this project has started by means of a technico-economic study carried out in a joint initiative from UPU and the beneficiary country, that has raised 960 millions of CFA Francs ($2,201,053 US). The BOAD has been approached in order to get further financing for the project. According to the agreement jointly signed on 14 December 1984 by the office of the PTT of Benin and the BOAD, the loan granted by this bank amounts to 765 millions of francs CFA ($1,610,526 US). The borrower's contribution will be 195 millions of CFA francs.

(vi) POP-60-003 «Establishment of workshops for the manufacture of postal equipment»

208. The financing of a feasibility study to be undertaken in 1988 has been granted by the UNDP as a preparatory assistance, amounting to $120,000 US.

209. PAPU in collaboration with AFRAA, convened a meeting in Nairobi from 26 to 30 August 1985 to set up a Contact Committee between African postal administrations and airlines. The Contact Committee, composed of ten postal administrations and an equal number of airlines, would work to assure better organization of flight schedules, negotiate tariffs and generally ensure the maximum utilization of air transport for air mail.

CHAPTER V

INTERNATIONAL CO-OPERATION AND SUPPORT FOR THE IMPLEMENTATION OF UNTACDA

210. The low savings rates of African countries and the continued dependence on external financing resources to implement development plans which had been taking the attention and resources of the international community have again affected investment in the areas of transport and communications during 1985. The lack of real growth in output and the drought in many African countries since 1982/83 have also played an important role in the low level of implementation of projects in the sector.

211. The UNTACDA phase II programme consists of 1,053 projects for all sectors of Transport and Communications at a total estimated cost of $18,361 million. Financing so far received has been $3,550 million or 19.4 per cent of the programme total cost. The analysis shows that out of the total financing secured $2,039 million or 57.4 per cent was from external sources while $1,511 million or 42.6 per cent was from African countries. This also shows that African countries have continued to finance a big share of the UNTACDA projects regardless of the economic crisis that prevails in the continent.

212. Despite all the above crises ECA has continued the effort to mobilize resources to implement the UNTACDA projects. During the period under review three technical consultative meetings on postal, air transport and railway projects were held consecutively in Brazzaville, Congo from 25 to 28 November 1985. The first ever devoted exclusively to postal projects in Africa to assist African countries to mobilize resources within the UNTACDA programme, was held from 25 to 26 November 1985. The working programme for the meeting contained 134 projects estimated at a total cost of US$527.2 million of which US$110.7 or 21 per cent had been provided through local funding. An evaluation of the donor's reaction to these projects shows that their interest was attracted by 24 projects that are estimated to cost US$40.1 million or 7.6 per cent of all the projects.

213. The meeting on air transport projects in Africa was organized to seek financing for 91 projects costing a total of US$974.1 million out of which US$103.5 had been financed by African countries. Representatives of donor countries made comments pertaining to 24 projects indicating that there were good prospects for their participation in these projects. The cost of such projects was US$157.2 million or 16.1 per cent of the cost of all projects in the subsector.

214. The last meeting and the second of its kind was on railway projects in Africa and seeking to mobilize financial resources for 84 projects including some projects from Phase I of the Decade which still remain unfinanced and those of the second phase programme. These projects were estimated to cost US$5.6 billion. The donors present expressed interest in 13 projects with a total estimated cost of US$460.0 million, which represent 8.2 per cent of the total cost of the subsector.

215. Various donors and financial institutions provided financial support for the development of transport and communications in Africa during the period under review. Since it was not possible to obtain the information on all contributions the following financing was only mentioned. The World Bank provided US$519.5 million for transport and communications projects in Africa, out of which US$446.4 million was for transport and US$72.6 million was for communications. For these projects additional co-financing was provided by the African Development Bank(ADB) amounting to US$120.3 million, Italy US$288 million, Sweden US$17.2 million, European Investment Bank (EID) US$14.6 million, Netherlands US$10.3 million, World Food Programme (WFP) US$8.1 million, Denmark US$7.9 million, Finland US$6.8 million, United States Agency for International Development (USAID) US$6.1 million, Belgium US$4.0 million, Norway US$3.7 million, Japan US$2.0 million, Federal Republic of Germany (FRG) US$1.6 million, United Nations Development Programme (UNDP) US$1.4 million, and United Kingdom US$0.3 million.

216. In addition to the co-financing with the World Bank, the African Development Bank also provided US$290.08 million for transport and communications projects out of which US$238 million was for transport and US$52 million for communications.

217. The Arab Bank for Economic Development in Africa provided US$33.25 million for transport projects in Africa, from which US$24.0 million was for road construction and rehabilitation, US$5.25 million for railway and US$4.0 million was for air transport.

218. The Organization of the Petroleum Exporting Countries provided US$3.6 million out of which US$2.0 million was for air transport and US$1.6 million for road transport.

219. The United Nations Development Programme, in addition to financing the UNTACDA Co-ordination Unit in ECA and co-financing with the World Bank, has also continued to provide financial support for the development of transport and communications in Africa within the frame-work of the third cycle programme (1982-1986).

220. In addition to financing of transport and communications projects some donors and financial institutions provided assistance directly to ECA for studies, seminars and training activities as well as to support the co-ordinating functions of the UNTACDA programme. These include the following projects:

(i) The ADB, World Bank, CIDA, IMF and UK/TRRL provided financial and technical assistance to ECA for two training seminars in highway maintenance.

(ii) Under bilateral co-operation arrangements between ECA and the Governments of France and the Federal Republic of Germany, two railway experts and one telecommunications expert have been provided for the Co-ordination Unit of UNTACDA.

(iii) Under ECA/Brazil co-operation agreement a Brazil-Africa Telecommunications seminar was organized in Sao Paulo in November 1985.

221. On the basis of information received the list of UNTACDA projects that have attracted financing is as follows:

LIST OF UNTACDA PROJECTS THAT HAVE
ATTRACTED FINANCING (IN MILLION US $)

Country	Project No.	Total Cost	Financing secured up to 1984			Financing secured 1985		
			Source	External	Local	Source	External	Local
Benin	ROP-03-002	7.6C	ADB/KFW/CDAO	7.60	--	-	-	-
Benin	ROP-03-005	0.5C	ADB	0.50	-	-	-	-
Benin	ROP-03-006	0.7C	IDA	0.70	-	-	-	-
Botswana	BRP-04-001	3.1C	OPEC Fund	1.00	2.10	-	-	-
Burundi	ROP-05-002	61.7C	ADB/Saudi Fund/ OPEC Fund/BADEA	41.90	-	-	-	-
Cameroon	RAP-06-001	300.3C	-	-	-	France/FRG/ Italy	297.70	2.60
Cameroon	POP-06-002	6.5G	-	-	2.50	-	-	-
Cameroon	POP-06-003	3.5G	-	-	1.70	-	-	-
Cameroon	POP-06-006	10.0C	-	-	1.00	-	-	-
C.A.R.	ROP-08-002	3.0C	-	-	-	EEC/IBRD	3.00	-
C.A.R.	ROP-08-003	2.00	-	-	-	IBRD	2.00	-
C.A.R.	ROP-08-004	2.52	-	-	-	IBRD	2.00	-
C.A.R.	ROP-08-006	8.60	-	-	-	ADB	8.60	-
C.A.R.	AIP-08-001	11.20	SFD	4.50	-	OPEC Fund	2.00	-
C.A.R.	TEP-08-002	1.50	BADEA	4.00	-	BADEA	1.13	0.38
Congo	RAP-11-001	200.65	-	-	40.15	-	-	-
Congo	HAP-11-001	1.73	FAC/CCCE	1.39	0.56	-	-	-
Congo	AIP-11-001	59.42	-	-	0.02	-	-	-
Congo	INP-11-001	32.20	FAC/ADB/BADEA	4.20	3.50	-	-	-
Congo	TEP-11-006	21.00	CCCE	21.00	-	-	-	-
Congo	TEP-11-007	1.00	-	-	1.00	-	-	-

LIST OF UNTACDA PROJECTS THAT HAVE ATTRACTED FINANCING (IN MILLION US $)

			Financing secured up to 1984			Financing secured 1985		
Country	Project No.	Total Cost	Source	External	Local	Source	External	Local
Congo	TEP-11-009	21.00	-	-	-	CCCE	21.00	-
Djibouti	ROP-12-002	10.74	ADF	0.65	0.09	-	-	-
Djibouti	AIP-12-001	2.90	CCCE	2.90	-	-	-	-
Djibouti	TEP-12-003	4.24	EDF	3.00	0.14	-	-	-
Djibouti	TEP-12-005	8.00	FADES	8.00	-	-	-	-
Djibouti	POP-12-001	0.71	France	0.15	0.57	-	-	-
Egypt	TEP-13-001	30.00	Suppliers Credit	30.00	-	-	-	-
Ethiopia	ROP-15-001	110.00	-	-	2.00	-	-	-
Ethiopia	ROP-15-002	1.00	World Bank	0.40	0.10	-	-	-
Ethiopia	ROP-15-003	1.50	World Bank	1.35	0.15	-	-	-
Ethiopia	ROP-15-004	283.00	IDA/ADB	15.80	171.00	-	-	-
Ethiopia	ROP-15-005	20.00	-	-	5.00	-	-	-
Ethiopia	ROP-15-006	20.00	-	-	5.00	-	-	-
Ethiopia	ROP-15-007	30.00	-	-	8.00	-	-	-
Ethiopia	ROP-15-008	19.00	-	-	5.00	-	-	-
Ethiopia	ROP-15-010	22.00	-	-	5.00	-	-	-
Ethiopia	TEP-15-002	0.70	IDA	0.54	0.16	-	-	-
Ethiopia	TEP-15-003	1.50	Sweden	1.25	0.25	-	-	-
Ethiopia	TEP-15-004	0.50	Italy	0.40	0.10	-	-	-
Ethiopia	TEP-15-005	0.70	IDA	0.54	0.16	-	-	-
Ethiopia	TEP-15-006	0.80	IDA	0.70	0.10	-	-	-

LIST OF UNTACDA PROJECTS THAT HAVE ATTRACTED FINANCING (IN MILLION US$)

			Financing secured up to 1984			Financing secured 1935		
Country	Project No.	Total Cost	Source	External	Local	Source	External	Local
Gabon	ROP-16-002	3.20	-	-	3.20	-	-	-
Gabon	RAP-16-001	1,070.00	France, UK, FRG, Italy, Belgium, Netherlands	382.00	428.00	-	153.00	107.00
Gabon	HAP-16-001	37.50	-	-	-	-	-	37.50
Gabon	INP-16-001	14.50	-	-	14.50	-	-	-
Gambia	ROP-17-001	24.40	IDA	-	-	IDA	5.50	-
Gambia	TEP-17-001	12.00	CCCE	12.00	-	-	-	-
Gambia	BRP-17-001	0.39	-	-	0.50	-	-	-
Gambia	BRP-17-003	0.35	-	-	0.16	-	-	-
Ghana	ROP-18-003	87.60	-	-	-	EEC/Ghana	-	35.00
Ghana	ROP-18-010	33.00	-	-	33.00	-	-	-
Ghana	RAP-18-001	22.30	-	-	-	-	-	21.80
Ghana	AIP-18-001	2.18	ICAO/UNDP	0.15	-	-	-	-
Ghana	AIP-18-002	1.79	ICAO/UNDP	0.35	0.55	-	-	-
Ghana	AIP-18-003	27.50	ECGD (UK)	3.00	8.00	-	-	-
Ghana	TEP-18-007	27.90	-	-	-	Japan	24.00	3.90
Ghana	BRP-18-002	0.90	-	-	0.10	-	-	-
Ghana	BRP-18-003	19.32	-	-	3.52	-	-	-
Ghana	POP-18-001	22.00	-	-	1.30	-	-	-
Guinea	ROP-19-001	182.00	-	-	-	Kuwait Fund/ BI/SFD/OPEC	70.00	10.50
Guinea	ROP-19-003	25.00	-	-	-	IDA/ADB/BADEA	25.00	-

LIST OF UNTACDA PROJECTS THAT HAVE ATTRACTED FINANCING (IN MILLION US $)

Country	Project No.	Total Cost	Financing secured up to 1984			Financing secured 1985		
			Source	External	Local	Source	External	Local
Guinea	ROP-19-004	1.60	—	—	—	EDF	1.60	—
Guinea	ROP-19-005	2.00	—	—	—	EDF	2.00	—
Guinea	ROP-19-006	2.00	—	—	—	CCCE	2.00	—
Guinea	RAP-19-007	1.50	—	—	—	CCCE	1.50	—
Guinea	RAP-19-001	6.40	—	—	—	CCCE	6.40	—
Guinea Bissau	ROP-20-001	12.00	EDF	12.00	—	—	—	—
Guinea Bissau	ROP-20-002	5.60	EDF	2.00	—	—	—	—
Guinea Bissau	ROP-20-001	47.50	IDF/BADEA/KFD SFD/OPEC/Fund	46.00	—	—	—	—
Ivory Coast	ROP-21-004	2.50	FAC/World Bank/ CSTT	1.00	—	—	—	—
Kenya	ROP-22-001	44.16	SDF	22.16	—	—	—	—
Kenya	RAP-22-003	35.00	EDF	14.20	20·80	—	—	—
Kenya	ROP-22-004	40.50	—	—	—	BADEA/SFD	32.98	4.87
Kenya	ROP-22-007	5.33	World Bank	3.46	1.87	—	—	—
Kenya	ROP-22-008	35.67	World Bank	23.19	12.48	—	—	—
Kenya	TEP-22-001	6.30	France, Netherlands IBRD, OPEC	5.30	0.40	—	—	—
Lesotho	ROP-23-001	61.00	UK	0.50	—	—	—	—
Libya	HAP-25-001	83.00	—	—	83.00	—	—	—
Libya	HAP-25-002	118.00	—	—	118.00	—	—	—
Libya	HOP-25-003	100.00	—	—	100.00	—	—	—

LIST OF UNTACDA PROJECTS THAT HAVE ATTRACTED FINANCING (IN MILLION US $)

			Financing secured up to 1984			Financing secured 1985		
Country	Project No.	Total Cost	Source	External	Local	Source	External	Local
Madagascar	ROP-26-001	1.00	UNDP	0.16	-	-	-	-
Madagascar	HAP-26-001	35.00	-	-	-	IDA	8.00	-
Madagascar	HAP-26-002	25.00	FAC	0.28	-	U.K.	3.00	-
Malawi	RAP-27-001	20.00	-	-	-	-	-	-
Malawi	TEP-27-004	12.00	ADB	12.00	-	-	-	-
Malawi	POP-27-001	1.00	-	-	0.30	-	-	-
Malawi	POP-27-002	1.50	-	-	0.20	-	-	-
Mali	ROP-28-001	5.99	FNU/UNDP/UNSO	5.80	-	-	-	-
Mali	ROP-28-004	20.00	-	-	-	IDA/ADF/SWISSE	18.00	-
Mali	ROP-28-006	1.00	-	-	-	EDF	1.00	-
Mali	ROP-28-009	0.90	USAID	0.90	-	-	-	-
Mali	RAP-28-001	0.63	-	-	-	CCCE	0.63	-
Mali	RAP-23-003	13.60	-	-	-	CCCE/FAC	1.00	-
Mali	RAP-28-005	54.00	-	-	-	KFW/IDA/FAC/CIDA	34.00	-
Mali	RAP-29-003	13.60	-	-	-	CCCE/FAC	1.00	-
Mauritania	ROP-29-001	1.00	EDF	1.00	-	-	-	-
Mauritania	AIP-29-003	0.70	ASECNA	0.07	-	-	-	-
Mauritania	BRP-29-002	1.80	KFW	1.80	-	-	-	-
Mauritania	AIP-30-003	12.00	China	12.00	-	-	-	-
Morocco	ROP-31-005	3.00	-	-	-	Spain/Morocco	-	3.00
Niger	ROP-33-005	55.25	EDF/ADF/BID/ BADEA/SFD/OPEC Fund	5.23	3.00	CCCE	6.40	-

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LIST OF UNTACDA PROJECTS THAT HAVE

ATTRACTED FINANCING (IN MILLION US$)

			Financing secured up to 1984			Financing secured 1985		
Country	Project No.	Total cost	Source	External	Local	Source	External	Local
Rwanda	ROP-35-001	61.00	—	—	—	SFD	14.00	—
Rwanda	ROP-35-002	0.73	—	—	—	—	—	0.73
Rwanda	ROP-35-004	0.40	—	—	—	—	—	0.40
Rwanda	MMP-35-001	7.10	—	—	—	EEC	3.00	—
Senegal	ROP-37-001	17.00	EDF	0.03	—	—	—	—
Senegal	ROP-37-002	22.50	SDF	11.00	—	—	—	—
Senegal	ROP-37-003	3.00	FRG	0.43	—	—	—	—
Senegal	RAP-37-001	61.70	—	—	—	Italy/CCCE/ FRG/IBRD	40.80	—
Senegal	HAP-37-001	27.60	—	—	9.40	—	—	—
Senegal	HAP-37-002	33.00	—	—	—	IDA/KFW/CCCE	0.03	0.01
Senegal	TEP-37-021	15.10	WADB/SIFIDA	12.58	2.52	—	—	—
Sierra Leone	ROP-39-001	0.51	IDB	0.30	—	—	—	—
Sierra Leone	ROP-39-002	24.30	IDB	2.28	—	—	—	—
Sierra Leone	BRP-39-002	12.17	—	—	1.00	—	—	—
Somalia	ROP-40-001	0.50	—	—	—	France/Denmark	0.50	—
Somalia	ROP-40-002	0.20	—	—	—	EEC	0.10	—
Somalia	ROP-40-004	60.00	—	—	—	EEC	0.50	—
Somalia	HAP-40-001	10.00	—	—	0.15	—	—	—
Sudan	RAP-41-004	130.00	—	—	—	EDF	12.00	00
Sudan	HAP-41-001	40.00	—	—	12.00	—		

LIST OF UNIDO PROJECTS THAT HAVE ATTRACTED FINANCING (IN MILLION US $)

Country	Project No.	Total Cost	Financing secured up to 1984			Financing secured 1985		
			Source	External	Local	Source	External	Local
Swaziland	PAP-42-003	1.10	France	0.60	---	---	---	---
Swaziland	AIP-42-001	38.00	France/EDF	4.50	23.00	---	---	---
Swaziland	TEP-42-001	4.32	Italy	4.32	---	---	---	---
Swaziland	TEP-42-002	3.10	ADB	3.10	---	---	---	---
Swaziland	TEP-42-003	1.05	Italy	1.05	---	---	---	---
Swaziland	TEP-42-004	5.50	Italy	4.80	0.70	---	---	---
Swaziland	TEP-42-005	0.72	Italy	0.52	0.20	---	---	---
Swaziland	POP-42-002	1.80	EEC	0.02	---	---	---	---
Tanzania	POP-43-001	13.00	SIDA/Canada	1.00	---	---	---	---
Tanzania	POP-43-002	8.00	EDF	1.50	---	---	---	---
Tanzania	POP-43-005	39.00	EDF	22.20	---	---	---	---
Tanzania	HAP-43-001	13.00	---	---	---	Kuwait Fund	1.00	1.00
Tanzania	HAP-43-001	59.00	IDA/FINNIDA/NORAD UK/Netherlands and Italy	59.00	---	---	---	---
Tanzania	INP-43-001	9.00	---	---	2.50	---	---	---
Uganda	POP-46-001	14.09	---	---	---	EEC	6.07	---
Uganda	RAP-46-001	9.10	---	---	---	France	9.00	0.1[illegible]
Uganda	RAP-46-004	10.00	---	---	---	France	2.00	---
Uganda	AIP-46-003	23.00	---	---	---	UNDP/ICAO	0.73	---
Uganda	AIP-46-004	15.00	---	---	---	IDA/ICAO/UNDP	3.95	---

LIST OF UNECA PROJECTS THAT HAVE ATTRACTED FINANCING (IN MILLION US $)

Country	Project No.	Total cost	Financing secured up to 1984 Source	External	Local	Financing secured 1985 Source	External	Local
Uganda	MIP-46-002	8.41	—	—	—	ODA	0.25	—
Uganda	MIP-46-002	16.10	—	—	—	UNDP	2.20	—
Uganda	MIP-45-001	3.00	—	—	—	IDA/UNDP	0.64	0.90
Uganda	MIP-46-001	6.73	—	—	—	IDA	1.30	—
Uganda	MIP-46-002	8.27	—	—	—	IDA/Japan	2.42	1.50
Uganda	MIP-46-005	1.81	—	—	—	IDA	0.10	—
Burkina Faso	MIP-47-002	59.50	—	—	—	IDA	20.00	—
Burkina Faso	MIP-47-003	28.30	—	—	—	ADB/ Norway	13.00	—
Burkina Faso	MIP-47-005	48.25	—	—	—	IDA/Netherlands	4.45	0.38
Burkina Faso	BIP-47-001	6.00	Netherlands	1.23	—	—	—	—
Burkina Faso	BIP-47-003	8.20	UNESCO	0.05	—	—	—	—
Zaire	MIP-48-001	200.00	—	—	—	ADB/IBRD/FRG	54.60	28.00
Zaire	MIP-18-002	2.30	—	—	—	IDA	2.10	0.20
Zaire	MIP-48-003	120.80	SFD,Belgium, CCCE	23.02	10.20	—	—	—
Zaire	MIP-43-004	8.00	—	—	—	IDA	8.00	—
Zaire	MIP-46-002	9.50	ADB, IDA	6.30	—	—	—	—
Zaire	MIP-48-003	3.51	—	—	1.76	—	—	—
Zambia	MIP-49-005	1.10	EDF	1.30	—	—	—	—
Zambia	MIP-49-006	57.59	—	—	—	IBRD	15.00	—
Zambia	MIP-49-007	1.50	KFW	0.10	—	—	—	—
Zambia	MIP-49-008	40.20	World Bank/ Italy	40.00	—	ADB	2.00	—
Zambia	MIP-49-001	2.00	—	—	—	—	—	0.50
Zambia	MIP-49-002	2.00	—	—	—	—	—	—

LIST OF UNTACDA PROJECTS THAT HAVE ATTRACTED FINANCING (IN MILLION US $)

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Country	Project no.	Total cost	Financing secured up to 1984			Financing secured 1985		
			Source	External	Local	Source	External	Local
Zambia	TEP-49-001	14.40	ADB	13.90	0.50	-	-	-
Zambia	BRP-49-001	4.41	France	4.41	-	-	-	-
Zimbabwe	ROP-50-001	26.40	-	-	-	-	-	21.30
Zimbabwe	ROP-50-002	0.12	-	-	-	-	-	0.12
Zimbabwe	ROP-50-003	10.10	USAID	4.20	5.90	-	-	-
Zimbabwe	ROP-50-004	0.30	Italy	0.30	-	-	-	-
Zimbabwe	ROP-50-005	0.20	-	-	-	-	-	0.20
Zimbabwe	TEP-50-001	14.40	Japan	12.90	1.50	-	-	-
Zimbabwe	BRP-50-002	0.60	UK/Ireland	0.60	-	-	-	-
Zimbabwe	BRP-50-003	0.50	-	-	-	Netherlands	0.50	-
Regional Subregional	ROP-60-002	3.00	UNDP	0.30	0.20	-	-	-
Burundi/ Rwanda/Zaire	RAP-60-004	1.00	-	-	-	KBO	1.00	-
Ivory Coast/ Mali	RAP-60-005	3.33	-	-	-	ECWA	3.33	-
Djibouti/ Ethiopia	RAP-60-006	184.00	EEC/FRANCE	21.90	-	-	-	-

LIST OF UNTACDA PROJECTS THAT HAVE ATTRACTED FINANCING (IN MILLION US $)

Country	Project No.	Total Cost	Financing secured up to 1984 Source	External	Local	Financing secured 1985 Source	External	Local
KBO	RAF-60-009	4.00	—	—	—	KBO	4.00	—
Niger	RAF-60-010	0.15	—	—	—	ECWA	0.15	—
TMRAA	RAF-60-013	55.00	—	—	—	FRG	23.00	—
"	RAF-60-017	70.00	—	—	—	—	—	21.00
"	RAF-60-018	22.00	—	—	—	Scandinavia/ Italy	16.80	5.20
"	RAF-60-019	14.50	—	—	—	Scandinavia/ Italy	14.50	—
"	RAF-60-020	2.00	—	—	—	—	—	2.00
"	RAF-60-021	1.20	—	—	—	—	—	1.20
"	RAF-60-023	0.40	—	—	—	—	—	—
"	RAF-60-024	7.00	—	—	—	SIDA/SATCC	7.00	—
"	RAF-60-025	11.00	—	—	—	SIDA/SATCC	8.80	2.20
"	RAF-60-025	4.50	—	—	—	SIDA/SATCC	1.40	3.10
Regional	RAF-60-008	0.50	—	—	—	France	0.20	—
Eastern/ Southern Africa	RAF-60-006	0.16	—	—	—	Netherlands/ PWAESA Members	0.16	—

CHAPTER VI

SPECIAL DEVELOPMENTS, ISSUES AND PROBLEMS OF SIGNIFICANCE DURING THE YEAR

222. The year 1985 witnessed several significant developments that affected the implementation of the Decade programme. The drought and the economic crisis which had been taking the attention of African countries and the international community, has continued to be a major preoccupation during the year.

223. The Twenty-first Ordinary Session of the Assembly of Heads of States and Government of the Organization of African Unity in Addis Ababa, Ethiopia, from 18 to 20 July 1985 was entirely devoted to the economic crisis in Africa. The outcome was a Priority Programme for Economic Recovery 1986-1990 in which transport and communications have been recognized as key elements.

224. The emphasis on maintenance and rehabilitation, training and technical assistance, inter-State links, regional and subregional projects given in the second phase programme has now become a reality when one looks at the priority programme adopted by the Twenty-first Summit of African Heads of State. The programme emphasizes the importance of transport and communications in the development of feeder and access roads, and information for the efficient marketing of agricultural products and the supply of the rural sector with basic inputs and essential consumer goods. Under rehabilitation and increasing productivity and efficiency in Africa's food and agriculture sector, emphasis has been given to maintenance and development of feeder and access roads as well as communication channels.

225. The 40th Session of the General Assembly of the United Nations after considering the continued economic crisis in Africa, also passed a resolution to have a special session during 1986, exclusively to review the critical socio-economic situation and to mobilize international assistance to implement the Priority Programme for economic recovery in Africa.

226. The preliminary draft of UNDP 4th Programming Cycle (1987-1991), has also categorized Transport and Communications as one of the four priority areas for future development efforts in Africa. The other areas are agriculture, development of human resources, water resources and energy.

227. ECA's orientation on areas of transport and communications during the fourth UNDP Programming Cycle would be to re-emphasize the need for effective co-ordination of the development of different transport modes in the planning of subregional systems. Also to put emphasis on maintenance and training and the continued need to ensure a sound financing programme. In short, the programme should be seen to emphasize interrelationships among projects as components of a transport system along corridors, to single out maintenance and rehabilitation as priority activities and to lay greater stress on manpower training and technical cooperation.

ANNEX I

State of implementation of the programme at the national level - 1985

Roads and road transport

Cost in $ million

Country	Number of projects a	b	c	Total cost	Local financing available	External financing received
Benin	4	1	0	48.8	-	9.27
Burundi	1	0	0	61.70	-	41.90
CAR	4	4	0	36.12	-	15.6
Djibouti	1	0	0	18.65	0.09	0.65
Ethiopia	9	4	0	506.5	201.25	17.55
Gabon	1	1	0	3.2	3.2	-
Gambia	1	0	0	24.4	-	5.5
Ghana	2	2	0	132.48	54.4	-
Guinea	6	2	4	213.1	10.5	101.1
Guinea Bissau	2	1	0	25.6	-	22.0
Ivory Coast	2	1	0	5.0	1.5	2.0
Kenya	6	6	0	200.05	95.99	78.97
Lesotho	1	0	0	61.0	-	0.5
Madagascar	1	1	0	1.00	-	0.16
Mali	6	3	2	39.75	2.55	26.35
Mauritania	1	0	1	1.00	-	1.00
Morocco	1	0	1	3.00	-	3.00
Niger	1	1	0	55.25	3.00	5.23
Rwanda	2	2	1	62.13	1.13	14.00
Senegal	3	3	0	26.2	-	11.038
Sierra Leone	2	2	0	24.81	-	0.65
Somalia	3	0	2	68.7	0.1	1.1
Tanzania	4	4	0	60.5	15.1	24.7
Uganda	1	1	0	14.09	2.37	6.07
Burkina Faso	3	3	0	136.05	3.75	77.5
Zambia	4	3	1	100.39	-	56.4
Zimbabwe	5	5	0	31.82	27.32	4.5
TOTAL	78	50	12	1,951.29	422.25	526.74
Regional and subregional -				-	-	

a. Number of projects for which reliable data was obtained

b. Number of projects being implemented

c. Number of projects completed

State of implementation of the programme at the national level - 1985

Railways and Rail Transport

Country	Number of projects a	b	c	Total cost	Local financing available	External financing received
Algeria	1	0	0	425.0	-	-
Benin	1	0	0	7.5	-	-
Cameroon	1	1	0	300.3	2.6	297.7
Congo	1	1	0	200.7	40.2	-
Gabon	2	1	0	1,510.0	535.0	535.0
Ghana	3	1	0	41.6	21.8	-
Guinea	1	1	0	6.4	-	6.4
Ivory Coast 1/	2	-	-	-	-	-
Malawi	1	1	0	20.0	-	3.0
Mali	5	2	1	81.1	-	35.6
Senegal	1	1	0	61.7	-	40.8
Sudan	1	1	0	130.0	-	12.0
Swaziland	1	1	0	1.1	-	0.6
Tanzania	1	1	0	13.0	1.0	1.0
Uganda	2	2	0	19.1	0.1	11.0
Burkina Faso 2/	1	-	-	-	-	-
Zaire	4	3	1	331.1	38.4	87.9
Zambia 3/	3	2	0	12.0	0.5	2.0
TOTAL NATIONAL	31	19	2	3,160.0	639.6	1,033.0
Regional/ Subregional	15	4	11	390	35.1	98.6
Total	46	23	13	-	674.7	1,131.6

a. Number of projects for which reliable data was obtained
b. Number of projects being implemented
c. Number of projects completed.

Notes:

1/ Ivory Coast: 2 projects deferred beyond 1988
2/ Burkina Faso: 1 project reformulated into subregional project
3/ Zambia: 1 project postponed

State of implementation of the programme at the national level - 1985

Ports

Cost in $ million

Congo	3	0	0	44.73	0.66	1.38
Djibouti	2	0	0	2.39	-	-
Ethiopia	1	1	0	14.40	-	+
Gabon	1	1	0	37.50	37.50	-
Ghana	1	1	0	8.0	-	4.8
Guinea Bissau	1	1	0	47.5	-	46.0
Libya	3	3	0	301.0	301.0	-
Madagascar	1	1	0	35.00	-	8.0
Niger	1	1	0	3.90	-	1.80
Senegal	1	1	0	26.50	5.0	10.0
Sierra Leone	3	0	0	3.10	-	-
Somalia	1	1	0	10.00	0.15	-
Tanzania	1	1	0	102.6	18.1	58.9
Zaire	2	2	0	13.01	3.86	6.3
TOTAL NATIONAL	22	14	0	649.63	366.27	137.18
Regional/ Subregional	2	2	0	3.86	-	3.86
Total	24	16	0	653.49	366.27	141.04

\+ World Bank financed part of the Ethiopian project.
++ A $40m project in Sudan has been suspended.

a. Reliable data was obtained
b. Being implemented
c. Completed

State of implementation of the programme at the national level - 1985

Air transport

Cost in $ million

Country	Number of projects a	b	c	Total cost	Local financing available	External financing received
Burkina Faso	1	1	0	20.21	-	1.38
CAR	1	0	0	11.2	-	10.20
Congo	1	1	0	59.42	14.30	0.02
Djibouti	1	1	0	3.20	-	2.90
Ethiopia	2	2	0	47.21	2.00	-
Gabon	1	0	0	4.00	-	-
Ghana	3	2	0	17.90	8.55	3.50
Malawi	3	0	1	29.80	-	2.61
Mauritania	1	0	1	0.07	-	0.07
Mali				10.81	1.00	5.00
Mauritius	1	1	0	12.00		12.00
Niger	2	0	1	3.38	-	0.88
Seychelles	1	1	0	5.80	1.20	-
Sierra Leone	1	0	0	8.31	-	-
Sudan	5	0	1	59.45	6.0	-
Swaziland	1	1	0	38.00	23.00	2.00
Togo	1	1	0	12.80	.03	7.68
Zaire	3	1	1	12.80	5.1	0.60
Zambia	5	0	0	30.75	.03	7.68
TOTAL NATIONAL	34	12	5	387.11	61.18	48.84
Regional/ Subregional	5	3	2	68.46	36.78	10.30
Total	39	15	7	455.57	97.96	59.14

a. Number of projects for which data was obtained
b. Number of projects being implemented
c. Number of projects completed

State of implementation of the programme at the national level - 1985

Inland water transport

Cost in $ million

Country	Number of projects a	b	c	Revised total cost	Local financing available	External financing received
Burundi	1	0	0	0.80	-	-
Congo	2	1	0	32.45	3.5	4.9
Gabon	1	1	0	14.50	14.50	-
Niger	1	0	0	7.07	-	-
Tanzania	1	1	0	9.00	2.50	-
Uganda	1	0	0	1.13	0.06	-
TOTAL NATIONAL	7	3	0	64.95	20.56	4.9
Regional/ Subregional		-		-	-	-

a. Number of projects for which data was obtained
b. Number of projects being implemented
c. Number of projects completed

State of implementation of the programme at the national level - 1985

Multimodal transport

Cost in $ million

Country	Number of projects a	b	c	Total cost	Local financing available	External financing received
Guinea Bissau	1	0	1	0.12	-	0.12
Malawi	1	0	0	6.95	-	-
Rwanda	1	1	0	7.10	-	3.00
Uganda	1	1	0	8.41	3.14	0.25
TOTAL NATIONAL	4	2	1	22.58	3.14	3.37
Regional/ Subregional		-			-	-

a. Number of projects for which data was obtained
b. Number of projects being implemented
c. Number of projects completed

COMMUNICATIONS SECTOR

State of implementation of UNCTAD Phase II programme at the national level

1985

Telecommunications

Cost in $ million

Country	Number of projects a	b	c	Total cost	Local financing available	External financing received
Burkina Faso	6	2	1	13.54	0.51	1.43
Burundi	2	1	0	0.22	-	0.12
CAR	2	1	0	14.80	0.38	1.12
Chad	1	1	0	8.33	-	8.33
Congo	6	2	2	44.04	2.4	21.00
Djibouti	3	1	1	12.99	0.14	11.00
Egypt	1	1	0	20.00	20.00	-
Equatorial Guinea	2	2	0	8.18	-	8.18
Ethiopia	7	6	0	6.94	1.02	4.08
Gabon	3	1	1	43.00	31.00	-
Ghana	5	3	0	37.08	3.90	24.54
Gambia	1	1	0	32.60		12.00
Guinea	2	1	0	6.00		4.00
Kenya	1	1	0	6.30	0.40	5.30
Liberia	1	0	0	15.00	-	-
Malawi	6	2	0	59.61		17.50
Mauritius	1	0	0	0.80	-	-
Senegal	4	1	0	15.10	2.52	12.58
Sierra Leone	8	1	0	33.23	-	-
Swaziland	5	4	1	14.69	1.52	13.17
Uganda	3	1	1	23.94	0.90	7.64
Zambia	2	1	1	16.30	0.70	13.90
Zimbabwe	1	0	1	14.40	1.50	12.90
Sudan	5	2	0	19.50		8.50
Tanzania	4	1	0	1.23	-	0.18
Togo	2	1	11	4.50	-	2.0
Comoros	2	0	0	4.04	-	-
Mauritania	1	0	1	12.00	-	12.00
Nigeria	6	6	0	219.50	219.50	-
Rwanda	4	2	0	4.25	-	4.03
Total National	100	44	11	712.11	286.39	192.60
Regional/Subregional	2	1	1	5.50	-	5.50
TOTAL	102	45	12	717.61	286.39	198.10

a. Number of projects for which reliable data was obtained
b. Number of projects being implemented
c. Number of projects completed

State of implementation of theUNTACDA Phase II programme at the National level

1985

Broadcasting

Cost in $ million

Country	Number of projects a	b	c	Total cost	Local financing available	External financing received
Benin	3	2	0	21.20	-	0.60
Botswana	3	0	1	5.10	2.10	1.00
Burkina Faso	2	2	0	19.00	-	1.27
Congo	1	0	0	18.20	2.00	
Djibouti	1	0	0	0.79		
Ethiopia	2	0	1	10.34	1.00	-
Gambia	3	0	1	0.74	0.21	0.39
Ghana	3	0	0	21.07	3.6	
Guinea	2	0	0	1.8	1.8	-
Kenya	4	0	0	39.49	-	-
Madagascar	2	0	1	0.30	-	0.25
Mauritania	6	0	3	14.29	-	8.51
Niger	1	1	0	0.23	-	0.23
Uganda	5	3	0	20.21	1.50	3.82
Sierra Leone	2.	0	0	13.27	1.0	
Zambia	4	1	0	6.05	1.64	4.41
Zimbabwe	2	0	2	1.10	-	1.10
Total National	16	9	9	193.18	13.05	21.50
Regional/Subregional		-		-	-	-

a. Number of projects for which reliable data was obtained
b. Number of projects being implemented
c. Number of projects completed

State of implementation of the programme of the national level - 1985

Postal Services

Cost in $ million

Country	Number of projects a	b	c	Total cost	Local financing available	External financing received
Benin	2	1	0	3.73	0.30	-
Botswana	2	0	0	0.48	-	-
Burkina Faso	3	1	0	8.34	-	-
Cameroon	5	2	0	39.58	4.25	4.00
Djibouti	1	0	1	0.71	0.565	0.147
Congo	7	3	0	17.70	-	-
Ethiopia	1	1	0	7.40	3.028	0.183
Gabon	2	0	0	30.00	-	-
Gambia	3	0	0	1.55	-	-
Ghana	1	1	0	22.00	1.30	-
Guinea Bissau	4	1	0	2.08	0.032	-
Madagascar	4	0	1	23.86	0.02	-
Malawi	2	2	0	0.50	0.50	
Mauritius	1	0	0	0.06	-	-
Mozambique	4	1	0	25.18	-	-
Senegal	1	0	0	10.00	-	-
Sierra Leone	1	0	0	7.36	-	-
Swaziland	5	0	1	2.77	-	-
Zambia	2	1	0	2.63	0.60	-
Zimbabwe	2	0	0	2.46	-	-
Total National	53	13	3	212.00	10.60	4.33
Regional/Subregional	3	3	0	6.68	0.20	1.86
Total	56	16	3	218.68	10.80	6.19

a. Number of projects for which reliable data was obtained
b. Number of projects being implemented
c. Number of projects completed

ANNEX II

Table of Phase II PANAFTEL related projects completed by end of 1985

Legend

( ) estimated
n.a. cost not available

1. Project completed by end of 1984

Ref.	Code	Country	Project Description	Cost (US$M)
1	TEP-16-003	Gabon	Network extension, provision of Southern Axis	16.0
2	TEP-46-003	Uganda	Completion of Kampala-Masaka-Mbarara radio relay link	4.80
	Switching			
3	TEP-11-001	Congo	International telephone exchange	12.00
4	TEP-11-009	Congo	International telex exchange	3.18
5	TEP-44-011	Togo	International transit centre (telephone)	2.00
	Estimated cost		Total	37.98

Ref.	Code	Country	Project Description	Cost (US$M)
1	TEP-12-005	Djibouti	Submarine cable terminal	8.0
2	TEP-29-001	Mauritania	International Telephone Exchange and Earth Station	12.0
3	TEP-50-001	Zimbabwe	Standard A Earth Station	12.6
4	TEP-60-016	Regional	East African Submarine Cable Prefeasibility Study	1.0
	Estimated cost			33.6
	Total cost of implemented Phase II projects			71.58

ANNEX III

Table of Panaftel related projects in progress in 1985

Legend

( ) estimated
n.a.: cost not available
RFS: ready for service

Ref.	Code	Country	Project Description	Cost (US$M)
1	TEP-08-001	Central Africa Republic	Rehabilitation of Bangui-Cameroon and Bangui-Mbaiki links (ADB+BDEAC). Final negotiations only	0.600
2	TEP-08-002	Central Africa Republic	Bangui-Impfondo (Congo) troposcatter link (BDEAC+ADB) specifications updated	(1.500)
3	TEP-13-001	Egypt	Aswan-Wadi Halfa link (continuation of Cairo-Aswan route for which contract awarded)	(20.00)
4	TEP-15-006	Ethiopia	Assab-Djibouti up-graded link (IBRD) under implementation;scheduled for completion June 86	0.960
5	TEP-16-001	Gabon	Extension of telecoms.network Installation of N.E, axis	(15.00)
6	TEP-17-002	The Gambia	Banjul telecom, project (incl. international switching). Under implementation;RFS 1986	(17.50)
7	TEP-18-007	Ghana	Accra-Bolgatanga link. Under implementation; RFS 1986	28.41
8	TEP-34-009	Nigeria	Additional radio-relay routes for transmission network	140.40
9	TEP-35-003	Rwanda	Kigali-Bujumbura connection. Rwanda section completed (CIDA). Burundi section under construction except cross-border section for which finance required	(1.50)

Ref.	Code	Country	Project description	Cost (US$ M)
10	TEP-35-004	Rwanda	Expansion of national radio-relay network (IBRD) under implementation RFS n.a.	2.53
11	TEP-41-007	Sudan	Rehabilitation of national radio-relay network. Khartoum Khartoum-P Sudan sector scheduled 1986. Interim satellite Khartoum-Port Sudan connection in operation. (SUDOSAT)	(7.50)
12	TEP-43-003	Tanzania	Tanzania section of link to Malawi (see also TFP-60-021) under implementation RFS 1987	0.180
13	TEP-47-004	Burkina Faso	Links to Niger & Benin from Fada N'gourma under implementation, RFS 1986	0.910
14	TEP-60-021	Malawi	Malawi section Malawi-Tanzania link (NORAD + SATCC) under implementation, RFS 1987	4.50
15	TEP-05-004	Burundi	Extension of earth station capabilities (France)	(0.120)
16	TEP-09-001	Tchad	Reconstruction of N'Djamena earth station (France)	(8.33)
17	TEP-14-001	Equatorial Guinea	Standard 'B' earth station	(8.00)
18	TEP-34-002	Nigeria	Installation of earth station at Enugu	(24.30)
19	TEP-34-003	Nigeria	Replacement of Lanlate I earth station	(1.00)
20	TEP-41-005	Sudan	Upgrading of Umar Naraz earth station	(1.00)
21	TEP-49-001	Zambia	Extension of earth station facilities (CIDA/ADB)	14.00
22	TEP-14-003	Equatorial Guinea	Provision of international telephone and telex switching facilities	(.18)
23	TEP-19-001	Guinea	International transit centre. Under implementation with delayed RFS (1987)	4.00

Ref.	Code	Country	Project description	Cost (US$ M)
24	TEP-27-004	Malawi	Telegraph & telex equipment, including international telex switching, under procurement	12.00
25	TEP-34-005	Nigeria	International telex exchange Enugu	6.40
26	TEP-34-006	Nigeria	International switching centre, Abuja	9.60
27	TEP-34-010	Nigeria	Installation of telex/ Gentex switching	37.80
28	TEP-37-004	Senegal	Extension of international telex exchange	4.00
29	TEP-42-001	Swaziland	Provision of transit switching facilities	4.32
		Total		376.54

ANNEX IV

PANAFTEL Related Projects on which Preliminary Action has been Initiated

(but financing not secured or finalized)

Legend

( ) estimated
n.a.: Cost not available

Ref.	Code	Country	Project description	Cost ($USM)
1	TEP-05-001	Burundi	Improvement of cross-border link to Zaire (in CEPGL programme, study scheduled 1985)	(0.10)
2	TEP-15-007	Ethiopia	Implementation of Bahir Dar-Gedaref Sudan link, studies completed and finance identified	(1.84)
3	TEP-18-004	Ghana	UHF link to Burkina Faso border (Wanchi Tamale)	(5.93)
4	TEP-18-005	Ghana	UHF link to Ivory Coast (Sunyani-Yamoussoukro)	(2.18)
5	TEP-27-001	Malawi	National trunk network (including PANAFTEL links) (IBRD)	(4.90)
6	TEP-35-001	Rwanda	Link to Ngara (Tanzania) (included in KBO programme financing (ADB)	(0.20)
7	TEP-41-001	Sudan	Atbara-W.Halfa-Aswan link (see also TEP-13-001)	(8.00)
8	TEP-41-002	Sudan	Sudan sector Bahir Dar-Gedaref link (see TEP-15-007)	(2.50)
9	TEP-43-001	Tanzania	Tanzania section of TEP-35-001 (Rwanda Tanzania) studies completed. Finance to be finalized (ADB/EADB)	(0.12)
10	TEP-43-002	Tanzania	Link to Burundi (Songa) included in KBO programme (see also TEP-35-001, TEP-43-001)	(0.47)
11	TEP-43-004	Tanzania	Tanzania-Uganda link (Bakobe-Masaka) KBO programme, see above	(0.45)
12	TEP-44-001	Togo	Re-inforcement of Ouagadougou-Lome-Cotonou links	(2.50)

Ref.	Code	Country	Project description	Cost (US$M)
13	TEP-46-002	Uganda	Jinja-Tororo-Gulu route (including switching) studies completed Italian finance being negotiated	(10.14)
14	TEP-60-020	(Regional)	This regional project is included in the KEO programme and consists of projects TEP-35-001, 35-003, 43-001, 43-002, 43-004 and 60-028	
	Earth stations			
15	TEP-10-001	Comoros	Establishment of standard B earth station and installation of international switching. Possible source of finance: France (see also 60-019)	(4.00)
16	TEP-11-004	Congo	Extension of Moungouni earth station	(0.64)
17	TEP-19-009	Guinea	Extension of Standard B earth station. Project documentation being prepared	(2.00)
18	TEP-24-001	Liberia	Replacement of Std. B by Std. A earth station included in telecoms expansion programme for which project documents being prepared	(15.00)
19	TEP-37-005	Senegal	Installation of second earth station. Feasibility study to be carried out during 1985	(6.70)
20	TEP-39-002	Sierra Leone	Provision of standard A earth station. Feasibility study completed 1984	(6.00)
	Submarine Cable			
21	TEP-37-001	Senegal	Extension of 'Fraternite' submarine cable facilities. (Abidjan-Dakar cable is now saturated and negotiations proceeding for laying a parallel cable)	(0.35)
	Surveys, etc			
22	TEP-41-003	Sudan	Sudan sector of Kenya-Sudan (Juba) link. Survey delayed	(0.50)

Ref.	Code	Country	Project description	Cost (US$M)
23	TEP-60-019	Comoros	Study shows terrestrial connections (troposcatter) not feasible. Preferred solution: Standard B at Moroni	(0.04)
24	TEP-35-002	Rwanda	Cyangugu-Bukavu (Zaire) link. Study under CEPGL programme	(0.016)
	Total:	(excluding Refs. 19, 20 & 22)		78.576